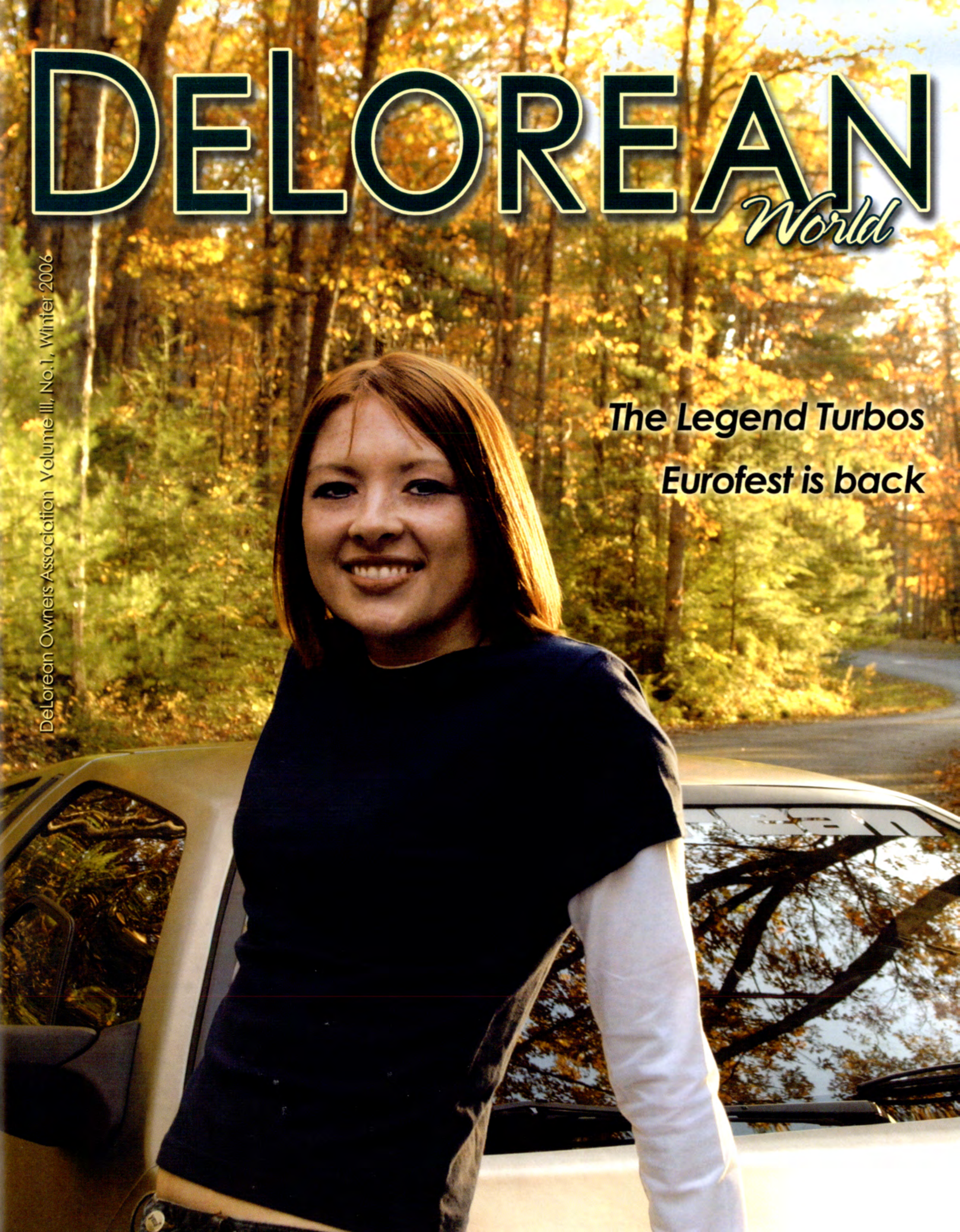
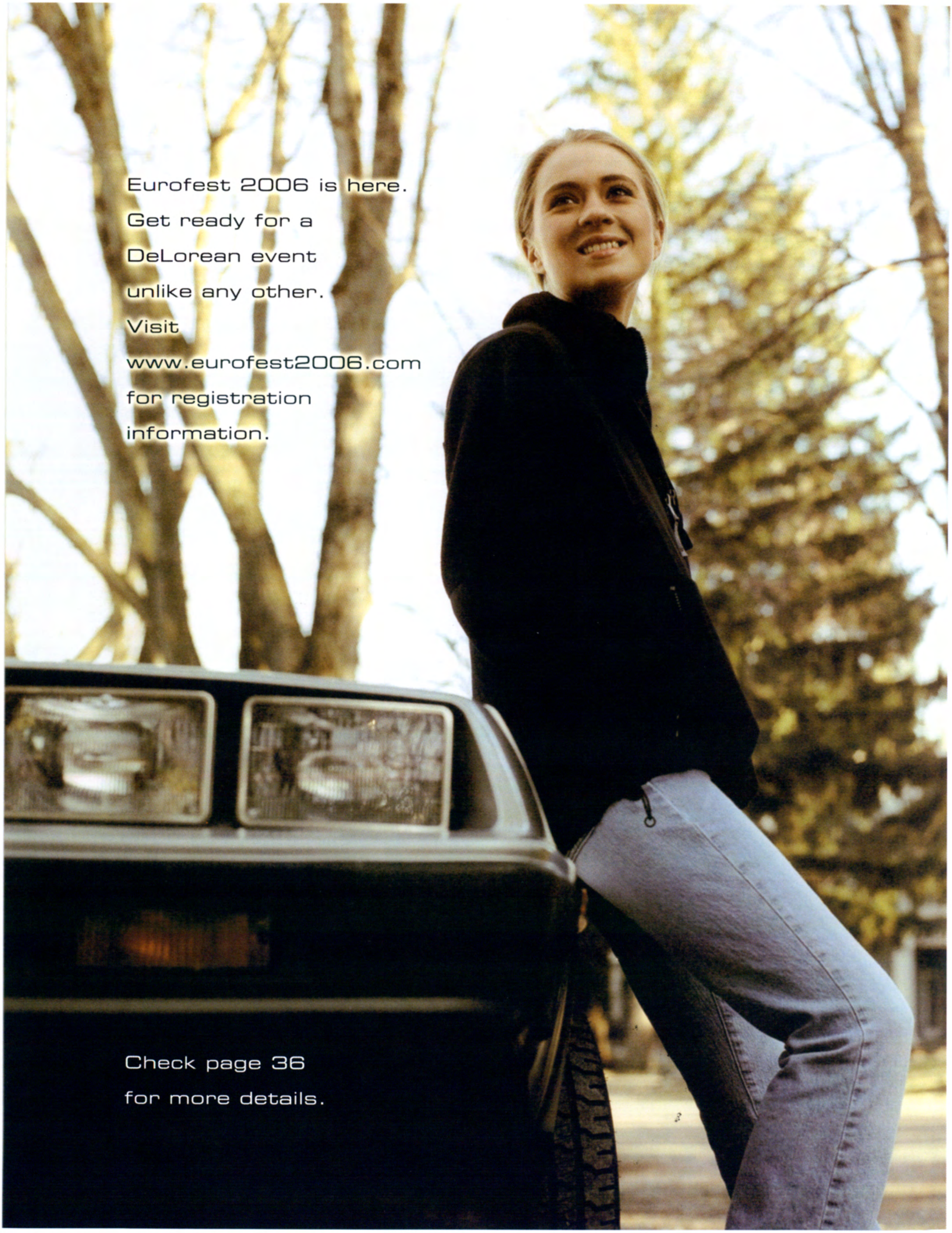
DeLorean World

DeLorean Owners Association Volume III, No.1, Winter 2006



The Legend Turbos

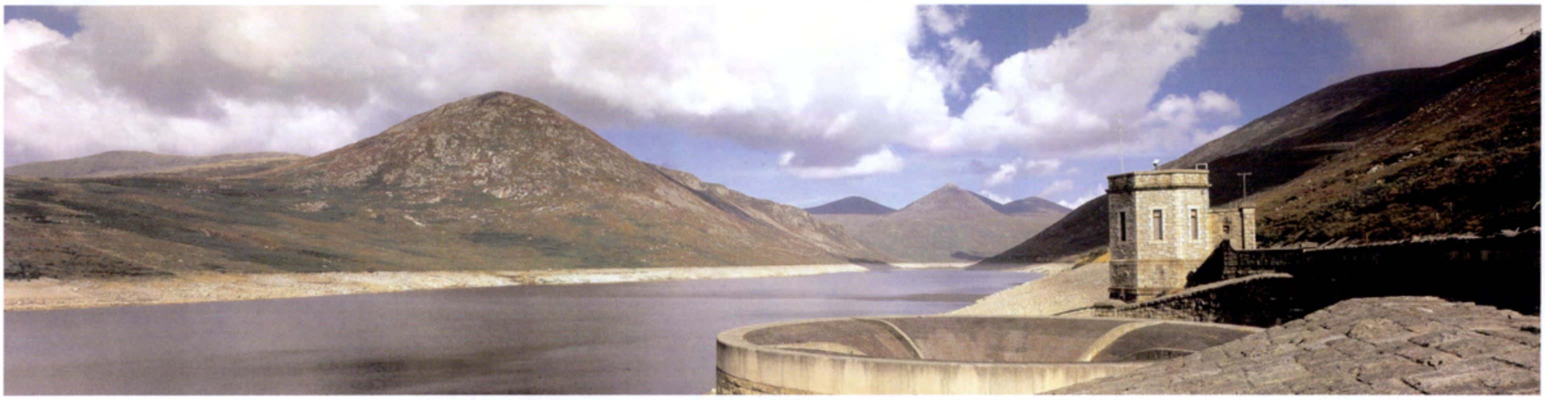
Eurofest is back



Eurofest 2006 is here.
Get ready for a
DeLorean event
unlike any other.
Visit
www.eurofest2006.com
for registration
information.

Check page 36
for more details.

Commit to a summer vacation
in one of the most beautiful
countries in the world.
It's Ireland Now.
See where it all began.



DELOREAN World

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photographed by
Patricia Collins

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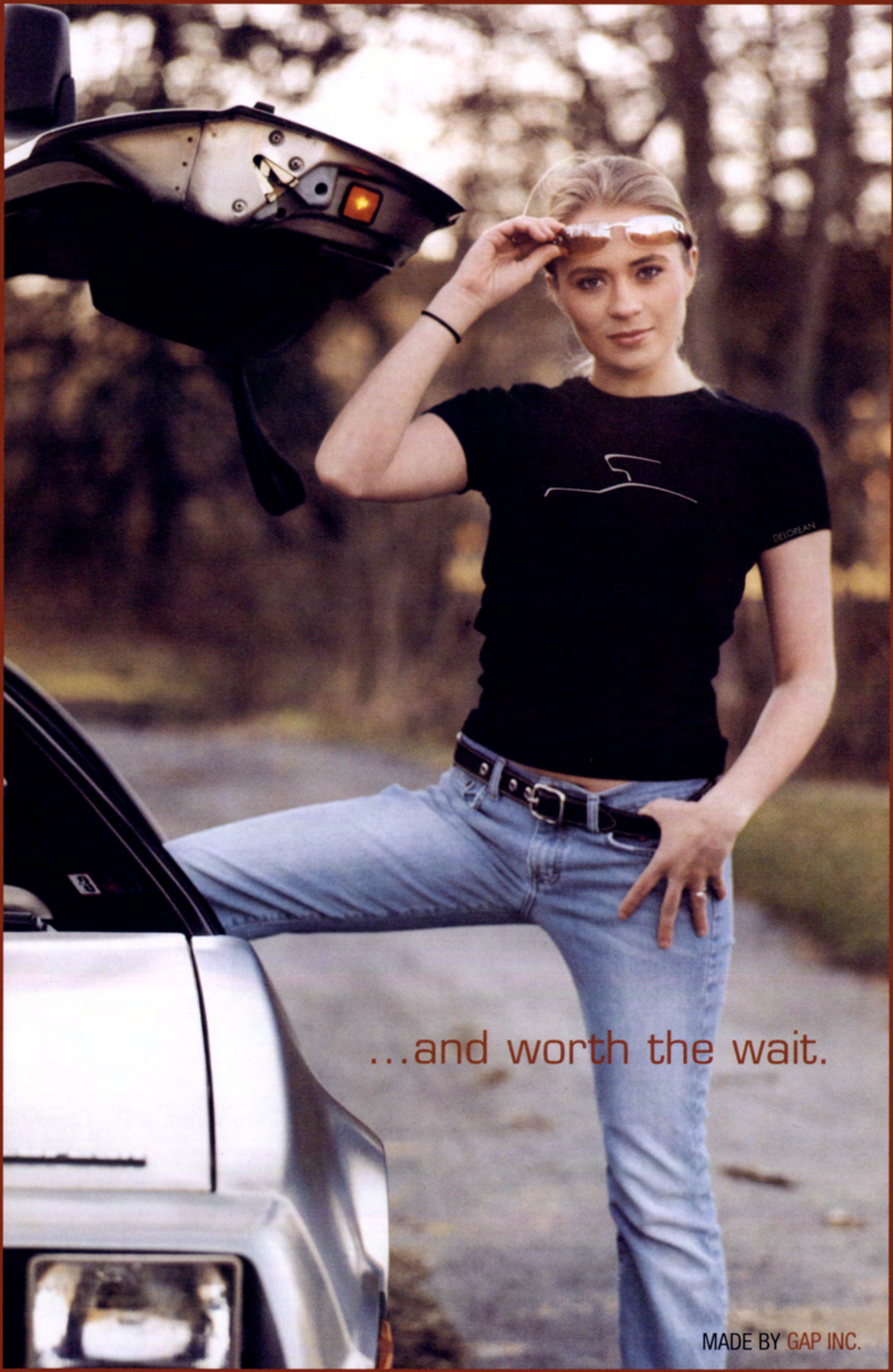

DELOREAN
...and worth the wait.
MADE BY GAP INC.

THE LADIES T #LADO1 **$25.00**

The DeLorean Owners Association is proud to announce our new supplier of our apparel line – **GAP**. The ladies T has an added stretch and provides a more flattering fit with embroidered logo and lettering. Sizes available in small, medium and large.

Email orders to: store@deloreanmagazine.com

Stolen in Seattle

Brent Beecher owns an early DeLorean, VIN 892 which he bought a few years ago. He's a lawyer for Hackett, Beecher and Hart. No they don't all own DeLoreans but wouldn't the stainless steel stallions make great company cars?

When Beecher awoke early on the morning of September 12, he was surprised that his DeLorean was no longer parked on the side of the street. His hope was that he'd parked too close to his driveway, and that the car was towed. But a call to the impound discounted that. No, the DeLorean had been stolen in the middle of the night.

"I was surprised and obviously disappointed," Beecher says. "I always thought the DeLorean was a car that is unlikely to actually be stolen."

Police told him that if it were a Honda or Toyota, he might as well start shopping for something new. The fact that it was a DeLorean meant there was a good chance it would show up again.

Exactly one week later, Beecher received a call from the Snohomish County police, one county north of Kings county where he lives. They'd found his DeLorean in an abandoned building with four other cars, two of which had been stolen that day.

"The impound people said they had to dig it out of a pile of junk," Beecher says. "They told me the seats were missing and there was damage to the steering column. But they said the frame and body looked fine."

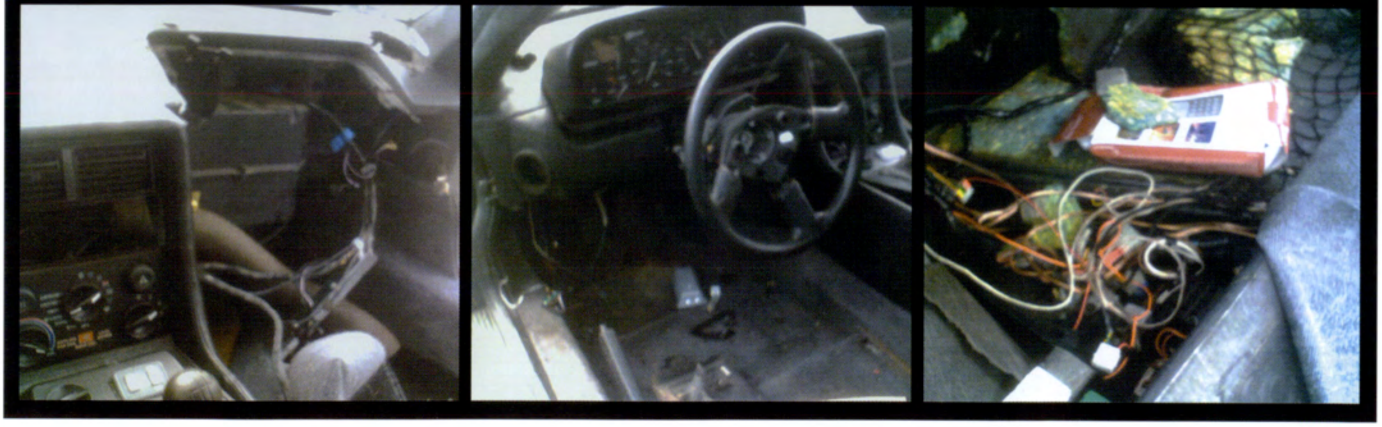
Beecher replied that he'd be the judge of that himself. When he first saw his rust-free beauty again, he was happy to see that the body did look good. A scuff mark scarred the vinyl siding—that was all. But the interior was trashed. The seats were gone and the steering column had been cracked to access the ignition. The speakers had been ripped out through the front dash.

"No reason for that," Beecher says. "They stole the battery and ripped anything open that might have something electrical behind it."

The criminals even earned themselves an extra 50 cents and stole the damn fuses. The nerve of sick, twisted people.

"I didn't think it was a totaling," Beecher says.

Still the insurance did total the car and Beecher received a nice check for $15,000, minus the mild price to buy it back. He sent some pictures to Rob Grady who told him the damage didn't look greater than $3,000. Though relieved, the experience was a nice pain in the neck for Beecher.



THE GRADY LEGENDS

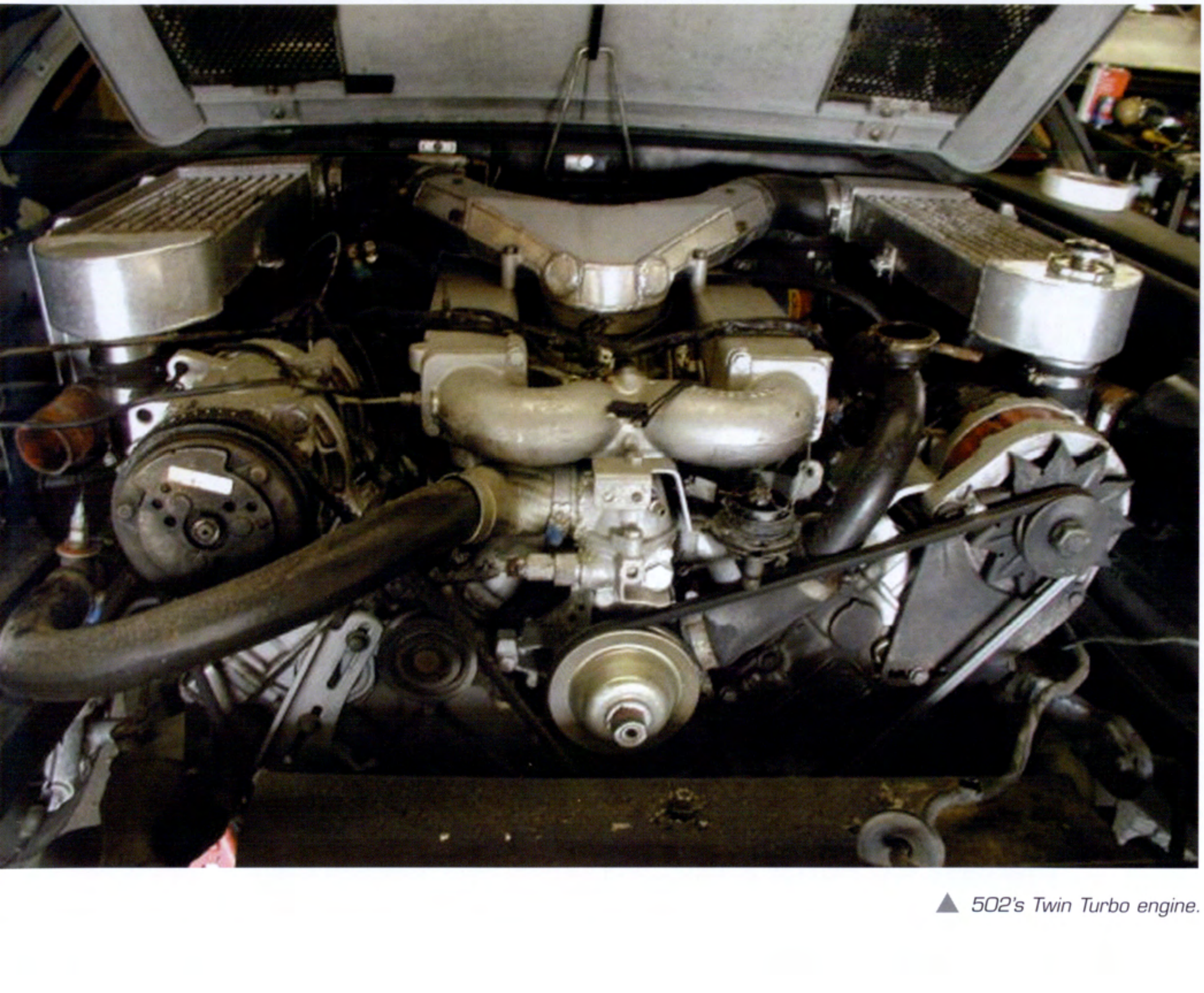
Photos: Courtesy of Rob Grady

Rob Grady is a busy man. His life at P.J. Grady—the Northeast's premiere DeLorean repair facility—keeps him so busy that he finds little time for hobbies. Often he works into the evenings and weekends. Sometimes, the overwhelming amount of DeLorean repair and restoration jobs in his shop can become tedious and uninspiring. After more than two decades working on nothing but the stainless steel cars, one wonders how Rob finds any enthusiasm in his work.

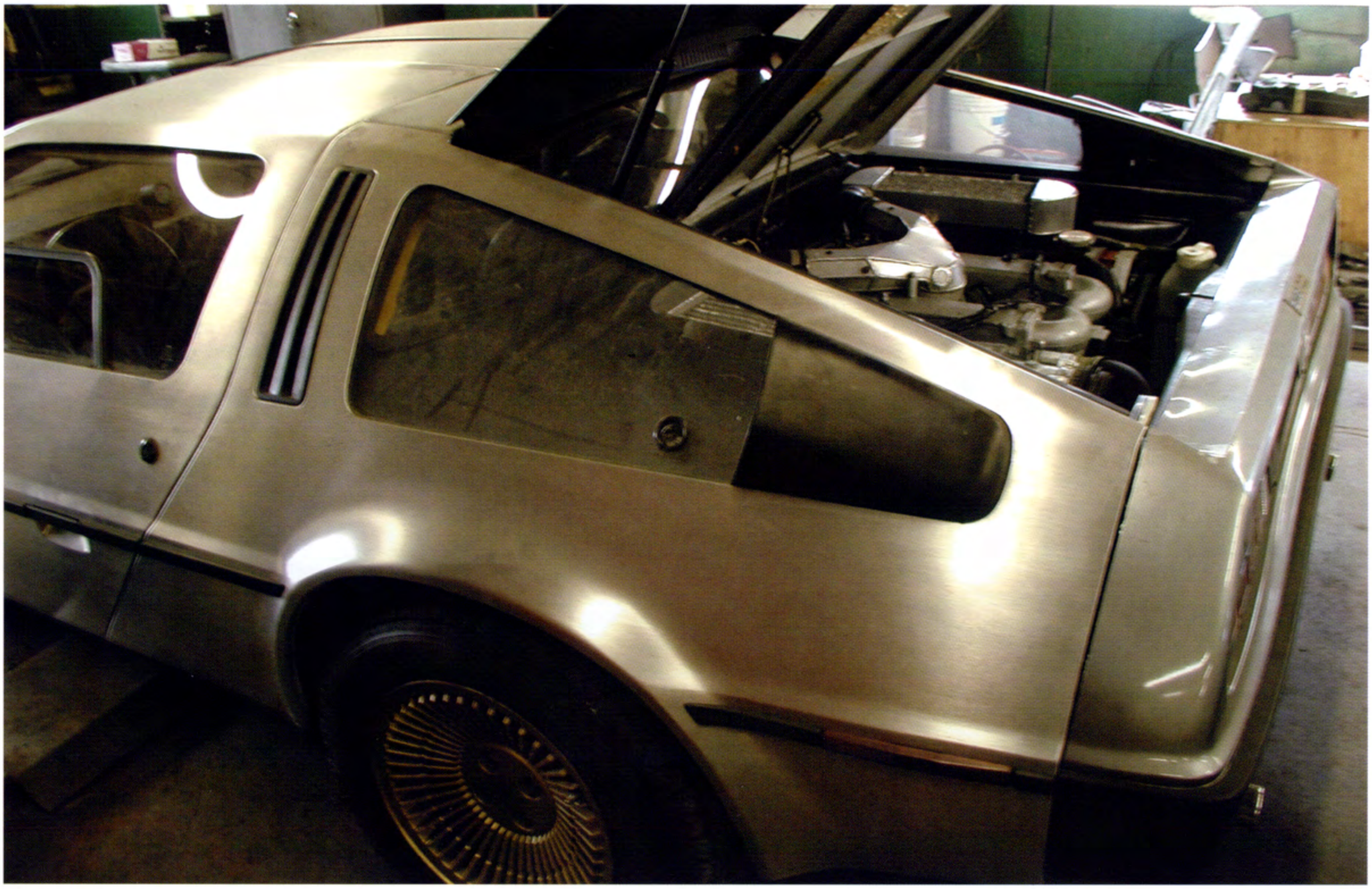
But look carefully. Those that are lucky enough to take a trip to Long Island to see his shop might receive a tour of the many small warehouses he owns on the property. And they are filled with rare goodies. Rob never meant to become a collector of DeLorean history. But through the years, from one dealer inventory to the next, he has amassed a treasure of artifacts. They include a rare rear frame section of Pilot DeLorean 16 and other parts that never made it to production. The more he leads you through his collection, the more you can see the twinkle in his eyes, and the smile creep onto his face. He beams. He laughs. And he shakes his head sadly at the fact that he never quite was able to have the fun and time to sort through it all. His prize possessions are two of the famous Legend Twin Turbo DeLoreans: VIN 502 and 530. Both were key players in John DeLorean's vision to unveil a high-powered gullwing car to the world in 1984. Legend Industries was commissioned to oversee the project. Sadly, the dream was two years too late for his DeLorean Motor Company. *DeLorean World* recently caught up with Rob Grady and asked him some questions about the turbo legacy he harbors.

▲ *Rob Grady standing next to the rear frame section of Pilot DeLorean 16.*

His prize possessions are two of the famous Legend Twin Turbo DeLoreans: VIN 502 and 530. Both were key players in John DeLorean's vision to unveil a high-powered gullwing car to the world in 1984.



▲ *502's Twin Turbo engine.*



▲ *502 uses unique air scoops on both sides next to the rear quarter windows. Normally, the left rear air scoop on DeLoreans is fake and houses a radio antenna.*

dw: Would you briefly go over the history of the turbo DeLoreans?

Rob: As an original DeLorean dealer, P.J. Grady Inc. was aware of the Legend project, and we were anxiously awaiting release of the first production twin turbo cars to establish the DeLorean as a high performance car and to boost sluggish sales. Unfortunately, it wasn't to be. John Z. was arrested and the company went into receivership almost immediately. Legend was just recovering their business from the loss of a major contract. Fiat had pulled out of North America and canceled their order for Legend-turbo-equipped Fiat 128s. The cancellation of the DeLorean contract forced Legend President Fred Dellis to liquidate the company. I attended the bankruptcy auction but didn't have enough money available to buy any of the cars and instead concentrated my bidding on the parts lots. At the time I was particularly interested in stock parts because I intended to continue work on the cars after we sold our Chevrolet dealership. It turned out that the parts were a wide mix, and I wound up with quite a few Legend components. I didn't know at the time but they would come in very handy.

dw: How did your propensity to pick up the odd and rare pieces of DeLorean history turn into your acquisition of the two Legend cars in your possession?

Rob: Over the years I bought many dealer inventories and often kept the rare, superseded parts that fit the first production cars. I had no definite plan for their use. The Legend cars disappeared after that first auction, but I was later contacted by one of the main Legend project engineers about recreating the turbo design. I wasn't sure about the legality or rights the company may have retained. It turned out to be irrelevant because I couldn't afford his services at the time or the demo DeLorean and investment he needed to start the project. The Legend cars seemed to fade away until the article in *DeLorean World*[1] resparked my fascination. Still, nothing happened until a few years later when a car junkyard owner sent a DeLorean from Vermont for a possible restoration. I instantly recognized it as a Legend car, but the VIN tag had fallen off and it had been reassigned a New York tag. The car was in sad shape. The passenger-side window had fallen in, allowing the elements to take their toll. The engine looked like it was dunked in salt water, and the whole car needed a full restoration. I told the owner what he had but gave him the costly news which was difficult to estimate. But it would certainly be a sizeable chunk of money. I made an offer to buy it. He declined. Sadly, I watched him load it on a trailer and head for home to some certain watery grave. The car disappeared for a couple more years until a summer day in 1994. I received a call from its new owner who had collected it and two other DeLoreans in poor condition. He wanted to sell them as a lot to finance his purchase of a 1983 five-speed DeLorean "garage queen". I didn't let it slip away again. This time my offer was accepted. I took pictures to document the car and disassembled it that winter when I had some time available. The shop got extremely busy after that and the car languished for years. I didn't know until much later that this DeLorean was VIN 530. But that's a story for another day.

10
5
20
10
30
TURBO
15
VACUUM INCHES
Lbs/sq inch
VDO
10
5
20
10
30
TURBO
15
VACUUM INCHES
Lbs/sq inch
VDO

▲ *Twin Turbo boost gauges.*

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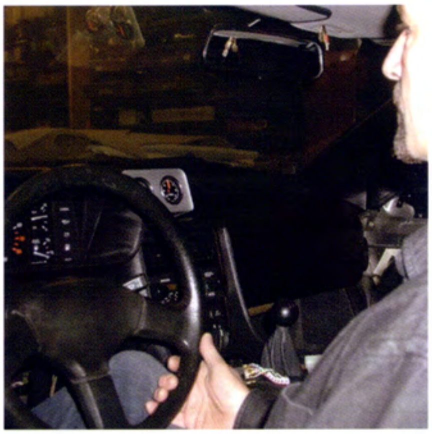
[1] *See the Summer 1988 issue of DeLorean World, p. 12.*

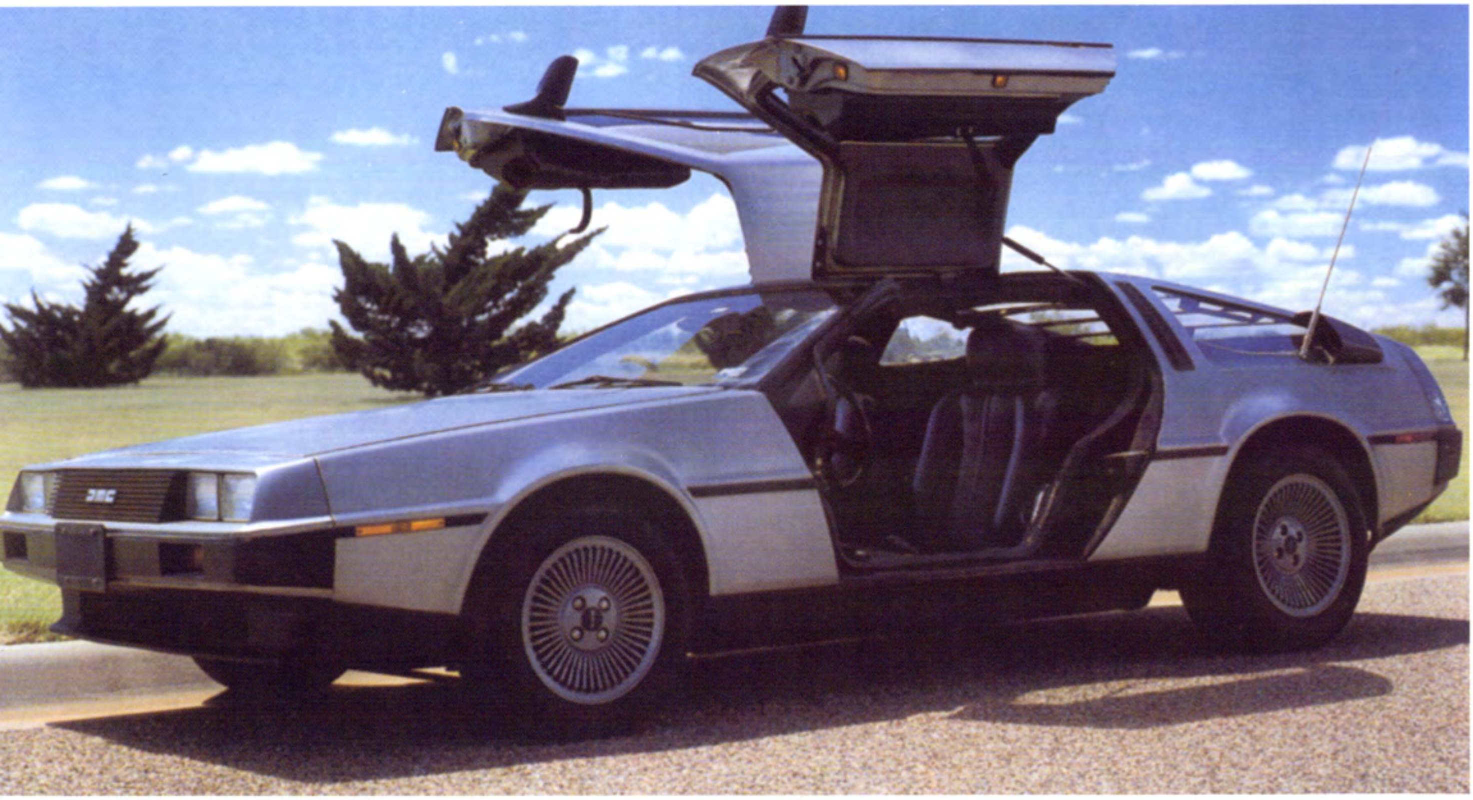
dw: And DeLorean VIN 502?

Rob: In 2001, 502 suddenly appeared on ebay. I was determined to win the bidding and did. But I didn't meet the reserve. So I contacted the seller to arrange to see the car before considering a higher offer. A week later I flew to San Diego and drove up the coast to see the car. The owner was the same man who'd featured the car in *DeLorean World* in 1988. It was the first time I'd seen it since the auction in 1983. I can't really describe the eerie feeling I felt, standing there, left alone to examine it. I just knew I had to acquire the car and somehow find the time to restore 502 and 530 to their former glory. It's not that I was tearful—just filled with a sense of duty and purpose for something so historically important to DeLorean lore.

dw: Lucky for us, they fell into the hands of a skilled DeLorean mechanic who knew his history.



Rob: What are the odds that over the course of 20 years, the Legend cars came into the possession of someone who:
1) has devoted almost his entire working life repairing, restoring, and selling DeLoreans?
2) acquired many of the Legend prototype turbo parts in auction?
3) found, then lost, then found again and eventually bought 530?
4) found himself standing alone, on the other side of the country in Escondido, California, deciding whether to buy the only other confirmed, intact and surviving Legend Twin Turbo DeLorean produced,



▲ *DeLorean 502 in 1988.*

at a wallet-deflating cost?

dw: How did 502 handle?

Rob: The test drive was anticlimactic. I once owned a 1995 Lotus Esprit S4S that benefited from more years of development and testing and was an extremely fast and competent sports car. None the less, 502 was impressive enough to sink the hook even deeper, and I knew it was my destiny.

dw: Did you ship it to Long Island?

Rob: As a DeLorean mechanic by trade, I considered driving it back to New York as a cross-country trip. It was something I'd always wanted to do, and it seemed like a great time to do try. But a quick return to sanity reminded me that the car's mechanical condition was questionable at best. And December in the Rocky Mountains can be pretty treacherous. I negotiated the price and made arrangements to have the car flat-bedded via enclosed carrier.

dw: You must have felt poor, proud and happy….

Rob: That night I celebrated with a sushi dinner and some cold Saki. I was surprised when the restaurant suddenly closed and was transformed into a swanky nightclub. The Hollywood glitterati materialized as if on cue to celebrate my purchase. I was quickly reminded this was Southern California. So I stayed and watched the parade. The next day I flew home wondering what exactly I'd gotten myself into. What was I? Some kind of Twin Turbo DeLorean Junkie?

▲ *530 waits patiently for restoration at P.J. Grady Inc.*

Back in New York the winter was cold and the shop busy. It had to stay that way too, if I hoped pay myself back the personal money I used to buy the car. 502 was put into storage in the corner of my parts room while I dealt with more mundane business pursuits to pay for it all. The car was in good company—surrounded by some of the parts that would eventually be used to fix it. It rested until the spring of 2004 when it was announced that former Legend CEO Fred Dellis would be speaking at the DeLorean Car Show in Pigeon Forge. The turbo DeLorean was requested as a feature for the show. It was the push I needed to justify the time away from my business that it would take to restore 502. My work began in earnest. With less than two month's to the show I wondered how I'd find the time to finish it on schedule. But that's another story too.

dw: Salud then Rob Grady! To a true DeLorean connoisseur. Until next time….

news & GROOVES
from the DeLorean World

A DeLorean Documentary

"Please mommie, can I watch the documentary?."

Hey, DeLoreans are fun. They're fun for the boys and the girls, the men and the women, families and friends. Creative Differences—a production company in Studio City, California—has spent the last six months compiling film, pictures and interviews about John DeLorean and our famous gullwinged cars. Though the final cut hasn't been decided yet, a wide variety of DeLorean owners were interviewed during the gala event at DeLorean Motor Company in Houston this past June. Other interviews took place in California.

Look for the new documentary in late January on the Game Show Network. Gather your friends and family and enjoy the lasting legacy of the DeLorean automobile.

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To place a classified ad in **Delorean World** Magazine or on our website, membership in the Association is required. Include your membership number when placing an ad. Annual membership in the Association is $72.00. To join, call our **Membership Data Center at (805) 964-5296.** Or, join online at our website, **www.delorean-owners.org**

To place a classified ad in Delorean World Magazine:
The rate is $.80 per word, and **there is a four edition minimum.** Example: 20 words x $.80 = $16.00 x 4 = $64.00. (There is a minimum charge of $5.00 per edition for ads that have less than seven words.) If your advertised item sells after the first insertion, and you notify us, we will refund the cost of the remaining insertions. We will also publish a one column wide photo of your item for an additional charge of $50.00 per edition.

Photo Ads:
You can include a black and white photo of your advertised item in your classified ad. You have a choice of two photo sizes: one column wide (2 1/4″ wide) for an additional $50 or two column (4 5/8″ wide) for an additional $100.

To place a classified ad on the Association website:
The costs and conditions for placing an ad on our website are the same as for **Delorean World** Magazine however, your photo can be full color on the website and you can place your website ad at any time.

Payment:
All ads must be paid in advance. To place your ad and to make payment, call or fax (626)965-5190, or e-mail to: advertising@delorean-owners.org or mail to James Hales, Advertising Director – 2651 Altamira Drive, West Covina, CA 91792. Include everything you want in your ad, your credit card account number and the expiration date. If you are paying by mail, include a check payable to the **DeLorean Owners Association.**

DELOREANS FOR SALE

Not your basic Delo! Ferrari yellow**, 1981DeLorean,** VIN # 3741, one owner, lowered, stick shift, black interior, always garaged, daily driver in excellent condition. Looks like the true exotic it was meant to be! $25,000. Len Perry, 650-712-4441, perrylen@hotmail.com San Francisco Bay area.

1982 DeLorean, VIN #10644, 5-speed, 28,000 miles, original owner, gray interior, excellent condition. $21,000 Ohio 614-529-8146

1983 DeLorean, for sale by original owner, VIN # 16135, 71K miles, 5-speed, 165 mph speedometer. Gray interior with silver gray DMC sheepskins, DMC floor mats, DMC car cover and tinted headlight covers. Car is lowered front and rear. Regular service and maintenance by D-One. $23,000 OBO. J. Truscott **805-964-6938** Santa Barbara, CA

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The ballots are in. The new board elect will take positions on January 1, 2006 and will be announced in the next issue.

To Notice or Not to Notice

Story and Photos: Marty Edwards

Four inches lower and almost six inches wider than a 2005 Corvette, you'd expect our DeLoreans to get noticed. During a recent autumn drive, I encountered two distinctly different reactions to mine.

▲ *Marty's Holy DeLorean*

The people who notice are amusing. They suddenly stop paying attention to the road. They point. They wave. Guys grab their girlfriend by the head and crank her neck in the appropriate direction. After I pass, they're off to the hospital.

On this particular evening, on our way to the gas station, my wife and I first encountered a "screamer". The cyclist who rode past us was the kind of guy you'd see in the Tour de France, in full spandex, with legs as large and powerful as a horse. But one glimpse of the stainless steel, reflecting the purple sky, and he nearly fell off his bike. He pulled a quick 180 and rode back to us screaming "Holy s---, it's a DeLorean!" With his hands on top of his head, he continued, "Holy s---! I can't believe it! You've got a DeLorean! Holy s---! Holy s---! I can't believe there's a DeLorean in front of me!"

Eventually, he calmed down enough for us to have a brief conversation. He asked us to do him just one favor: open the doors. We did, to his immeasurable joy.

We continued to our destination, and I pulled up directly under the station window and began pumping gas beside another patron. When finished, we both walked inside. We talked about the car while he paid. As he walked out the door, he asked me what year the car was. "1981," I answered.

The teenage, bling-enveloped attendant nearby overheard us and looked out the window. "So, what kind of car is that?"

I told him.

"I wasn't born yet, so I dunno what that is," he replied. Yes, the people who don't notice our cars are just as amusing.

For all of your DeLorean *Holiday Shopping Needs...*

Heavy Duty Floor Mats

Imagine DeLorean floor mats that don't wear out in a couple of years and don't bunch up under your feet! Most replacement mats don't fit properly because they're patterned after the originals which are undersized and tend to shift around. I made new patterns from my own car and they are over one inch wider in some places but will fit your car much better than the stock mats. The backing has also been recently upgraded to a heavy duty plastic with nubs to hold it more firmly in place than before. Together these improvements make these mats an unbeatable combination of quality and value.

Black DMC Logo Floor Mats (A1000020G)...149.95

Grey DMC Logo Floor Mats (A1000019G)...149.95

Roof And Door Headliners and Kits

These headliners are new, not reconditioned, and that's what sets them apart from the competition. There are no bulky cores to deal with sending back and they have thin fiberglass underbodies which are moisture-proof and will last forever, unlike the pressboard originals. Do it once and do it right! The door headliners include mounting "fir trees" and the roof headliners come with a brush top can of installation adhesive and black stainless sunvisor mounting screws.

Dark Grey Door Headliner Set (105753-4FG).........250.00
Dark Grey Roof Headliner Set (105191-2FG)..........250.00
Dark Grey Complete Headliner Kit (DGHDLNR).....450.00
Includes all four headliners, glue and "fir trees".

Light Grey Door Headliner Set (110062-3FG)......250.00
Light Grey Roof Headliner Set (110059-60FG)....250.00
Light Grey Complete Headliner Kit (LGHDLNR)...450.00
Includes all four headliners, glue and "fir trees".

M.T. Shift Boot Assem. & Heavy Duty Shift Lever

This high quality leather shift boot is bonded to a stainless steel slimline frame which keeps the boot from tearing and the frame from breaking. We've been selling these for twenty years and have never had any complaints. The heavy duty shift lever is a new item we've had made from T4041 steel which is much stronger than the original mild steel shift lever. This part is not only stronger than the original but much less expensive than buying the entire shifter assembly to get the lever that just broke off in your hand!

Shift Boot with Stainless Frame (100688G).........................78.85
Note: Boot and frame available separately.

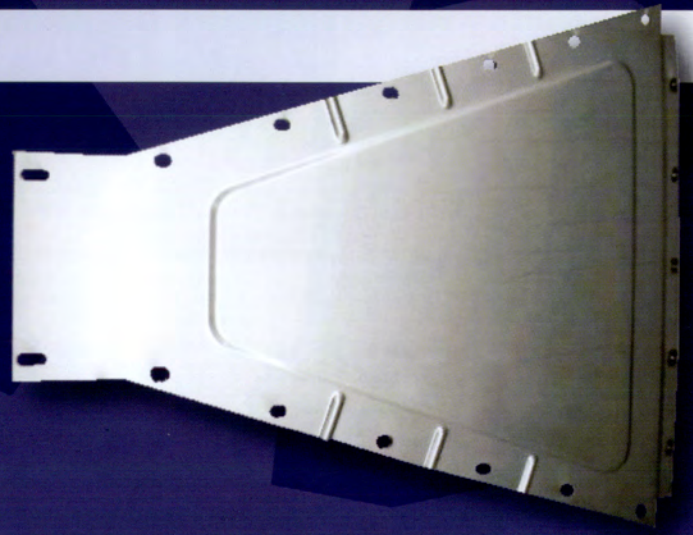
T4041 M.T. Shift Lever (115811G)..95.00
Includes stronger retention pin (not shown in picture)

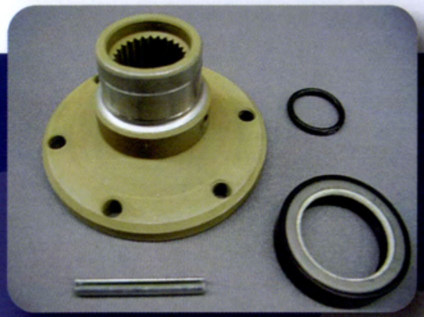
Stainless Steel Fuel Tank Closeout Plate

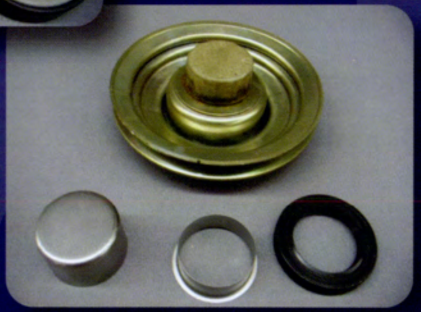
If you ever had a brake master cylinder leak (very common after twenty years) chances are your fuel tank closeout plate is rusted. Brake fluid lifts the original epoxy coating and is highly corrosive causing major rust problems without early detection. You can usually spot the problem by inspecting for wrinkly and soft paint near the left front edge of the plate below the master cylinder. Rust can spread to the frame and removing the plate and checking is the only way to confirm everything is OK. New original plates are unavailable and many are just too far gone to refinish unless you don't mind holes! This stainless replacement is beautifully crafted and is a much more permanent solution for this high risk area of your frame.

Stainless F.T.Closeout Plate (101716) $260.00

Stainless Fastener Kit (FTBSSKIT).............$24.95







SS Sleeved Axle Flange and/or Crankshaft Pulley

Oil leaks are common and sometimes hard to fix on these areas of the DeLorean. These reconditioned parts are replated and fitted with a hardened stainless sleeve which won't groove or pit. The sleeve also increase's the O.D. slightly which helps particularly with the axle seal as there is a lot of free play or movement in the axle flanges. The crankshaft pulley kit uses a double lip seal to further improve oil retention. These parts help ensure you won't have to deal with oil spots in your driveway!

Reconditioned Axle Flange Kit (110539R)............................99.75
includes sleeved flange, oil seal, o-ring and retention pin.
Core Charge (Refundable) (110539C).....................................50.00

Reconditioned Crankshaft Pulley Kit (102469R)..................89.75
includes sleeved pulley and double lip oil seal.
Core Charge (Refundable)(102469C).....................................200.00

All items in kits available individually including sleeve kits.
Note: Crankshaft pulley shown with un-installed sleeve and installation tool. All kits come with sleeves installed.

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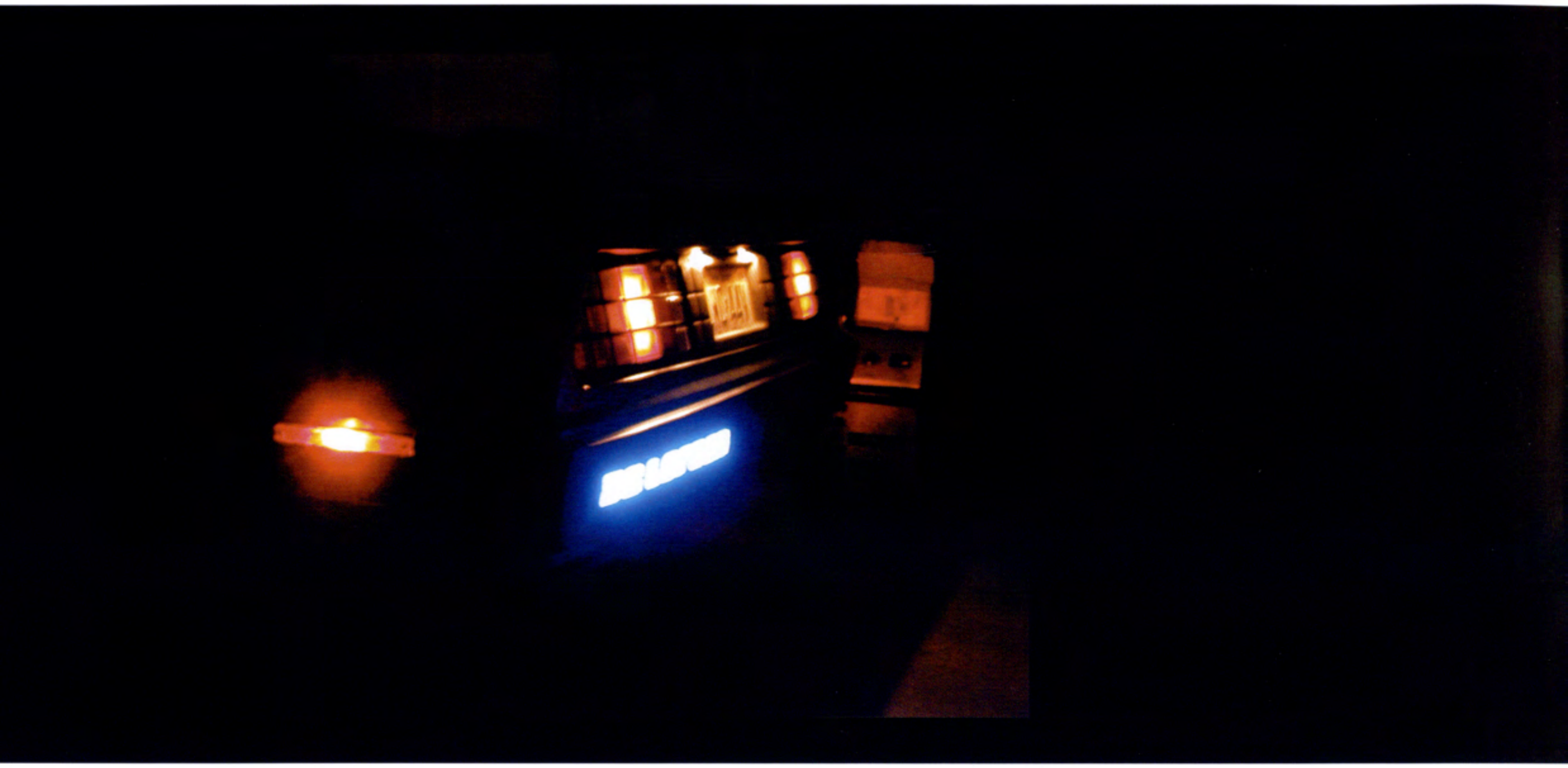


THE OTHER TWIN TURBO

Story: Sascha Skucek
Photos: Sascha Skucek and courtesy of Mark Levy

Marc Levy is hard to miss. He is loud and jovial, often with a large smile on his face. Unafraid to share an opinion, he's happy to engage enthusiasts in DeLorean banter. Most of all, he is knowledgeable and a mainstay in the community. With three DeLoreans currently to his name and 12 years an owner, Levy's voice is heard across the internet, both respected and jeered. But it's clear that whatever impression you take from his written words, most people don't know him very well at all.

These days he works as a contractor for the US Army at Fort Monmouth in New Jersey. He lives happily in Manalapan with a fine two-story tan house and its three-door, six-car garage. He still owns the first car he ever bought: an automatic 1966 Mustang convertible with a rare front bench seat.

But DeLorean VIN 1860 is Levy's prize possession. It runs on an original Legend Twin Turbo engine. That's right, you heard correctly. This is not an independently modified turbo-charged PRV6 engine. Nor is it the Island Twin Turbo made famous by Ellen Rogers. This is an engine designed by Legend Industries, commissioned by John DeLorean in the early 80s to create a fuel-efficient turbo car to compete with the Porches, Ferraris and Corvettes of its day.

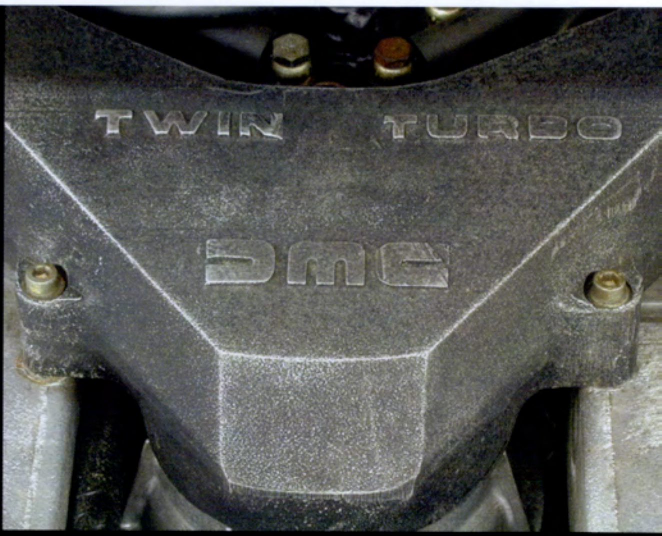
But wait you say. You thought VIN 502 and 530 were the Legend DeLoreans, owned by Rob Grady. And if you're well-read, you're also thinking 528, maybe 501 or 558. Where does 1860 fit into the historic scheme?

The story goes back to 1993 when Levy first became interested in purchasing a DeLorean. At first he looked over a dozen of the sleek, stainless-steeled wonders before finally calling PJ Grady in Long Island. Rob Grady helped Levy settle on DeLorean 6068, a grey interior, five speed. It was also turbo charged.

"I had a good feeling about Rob," Marc says. "It was clear he knew the car inside and out."

Rob made it clear the turbo charged engine might cause additional headaches. Occasionally, turbos were known to have fuel problems, as well as cracked rings.

This is an engine designed by Legend Industries, commissioned by John DeLorean in the early 80s to create a fuel-efficient turbo car to compete with the Porches, Ferraris and Corvettes of its day.


TWIN TURBO
DMC

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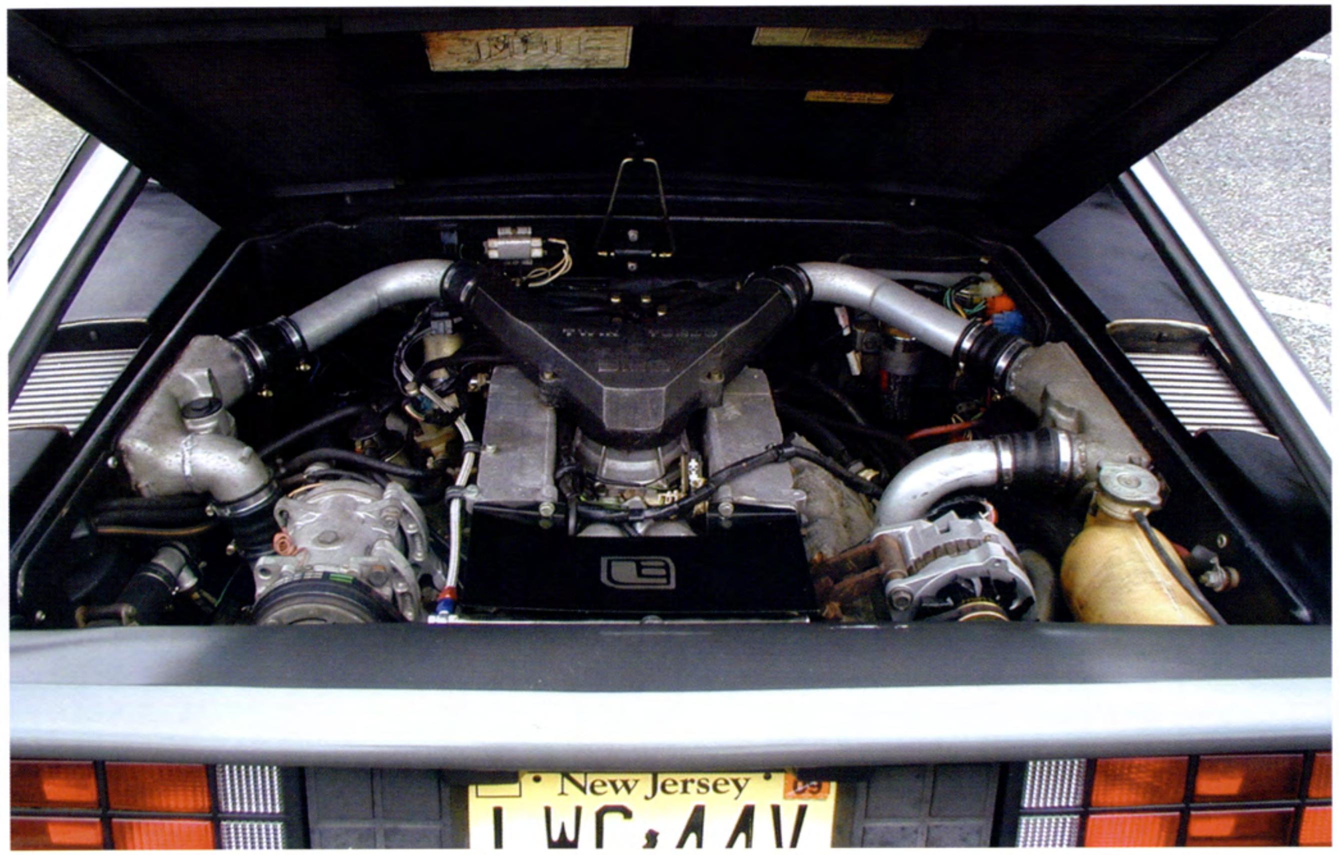


▲ *Levy's Twin Turbo engine is slightly different from Rob Grady's 502 Twin Turbo. See 502's engine image on page 7.*

▼ *Levy's boost gauge.*

"I told Rob that sounded good because I preferred a turbo," Marc says, "and I had pretty good luck with it."

He drove 6068 from 1993 until 2001. Over the years the car suffered a crack ring.

"If you went on boost, it actually pressurized the crankcase so much that it blew oil out of the filler and then the oil would land on the turbo and ignite," he says and laughs at the memory. "And fires aren't good."

It was shortly after he decided to put a new engine in 6068 that he heard about a doctor in the area that claimed to own a DeLorean with an original Legend Twin Turbo engine. Marc was curious but skeptical.

"Frankly, I'd heard so many people claim to have a Legend Twin Turbo when in fact they turned out to be the Island kit."

But Doctor Russell Marion seemed to know a great many details about Legend Industries. And when they agreed to meet in April 2001, Marc immediately recognized the engine as authentic from the books and pictures he'd absorbed mentally over the years. The intercoolers weren't the same but otherwise the design was correct.

Dr. Marion let Marc drive it. The engine didn't run well. It started with a beautiful rumble—unlike a stock DeLorean—but the turbos didn't spin. Both facias were destroyed. The interior showed excessive wear. The dash was cracked and brittle and the headliners sagged. Some mice lived comfortably like royalty in the heater box. Still, Marc was surprised when the doctor said he wanted to sell it. He made an offer and Marion politely refused. But a few months later he changed his mind and asked if Marc still wanted the DeLorean.

They agreed on the price and arranged the exchange at 11am on September 11, 2001. By 9:30am that morning, the Twin Towers burned. The entire country watched solemnly and in disbelief.

"I called and said 'I'm sure you see what's going on,'" Marc says remembering the event, "'Do you still want to do this today?'"

Marion considered the matter and decided they should go ahead with the sale. Marc drove to meet him. The entire event became surreal.

"That whole day was perfectly clear—not a cloud in the sky," Marc says, "and I remember standing in his driveway, looking up and seeing nothing."

The absence of planes was eerie. The sale didn't go as smoothly as planned. By now, businesses had closed, including the bank where Marion kept the DeLorean's title.

Once everything was settled and the car was in Marc's garage, he pulled the engine and took it apart. Dr. Marion claimed that the car had never run properly even though he'd taken it to several mechanics over the years. Some had done good work. The non-stock intercoolers—set in the pontoons to the left and right of the engine—were SAAB intercoolers unlike the original Legend design. Maybe even better. But the boost was less than one pound. The turbos weren't spinning. Marc dismantled the engine and quickly realized there was no big mystery. The biggest problem was exhaust leaks.

"I essentially resurfaced everything and got everything ceramic coated," Marc says, "replaced the gaskets, all the fasteners and a new exhaust manifold gasket and cleaned out the intake."

Then he pieced it together again and tuned the turbos. He fixed the interior. The mice were told they were no longer welcome and left sadly. After all, there's nothing quite like a nice DeLorean to live in.

Today, 1860 looks sharp. Marc limits the twin turbos to eight pounds of boost and estimates he gets around 230 Horsepower.

"I'm not an advocate of turbo charging a stock DeLorean engine," Marc says. "I don't think it will provide a reliable operation. It stresses the engine beyond what it can handle."

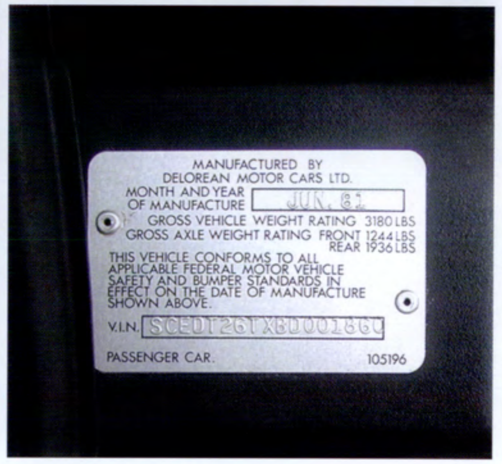
The bottom of the Twin Turbo engine is unique. Legend Industries installed forged pistons with different rings and different compression ratios, different head gaskets and different head bolts.

"The entire engine was changed," Marc says.

How an authentic Twin Turbo found its way into public hands—into a DeLorean that was never sent to Legend Industries—is a story Marc only knows second-hand but believes happened as follows:

Even before DeLoreans went into production, plans were implemented to produce a turbo in the coming years. The prototype engine was shown at the National Automobile Dealers Association meeting in Los Angeles in 1980. John DeLorean commissioned Fred Dellis of Legend Industries to build a turbo that added horsepower but didn't take much

continued on page 22



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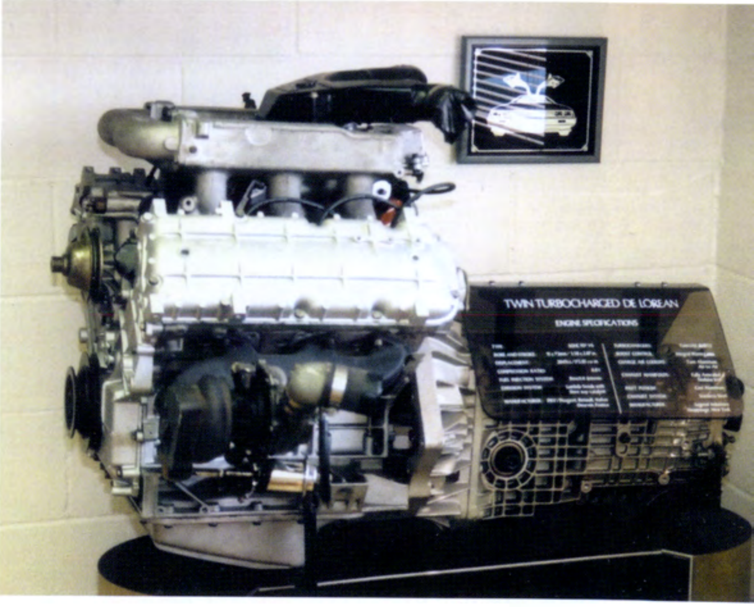
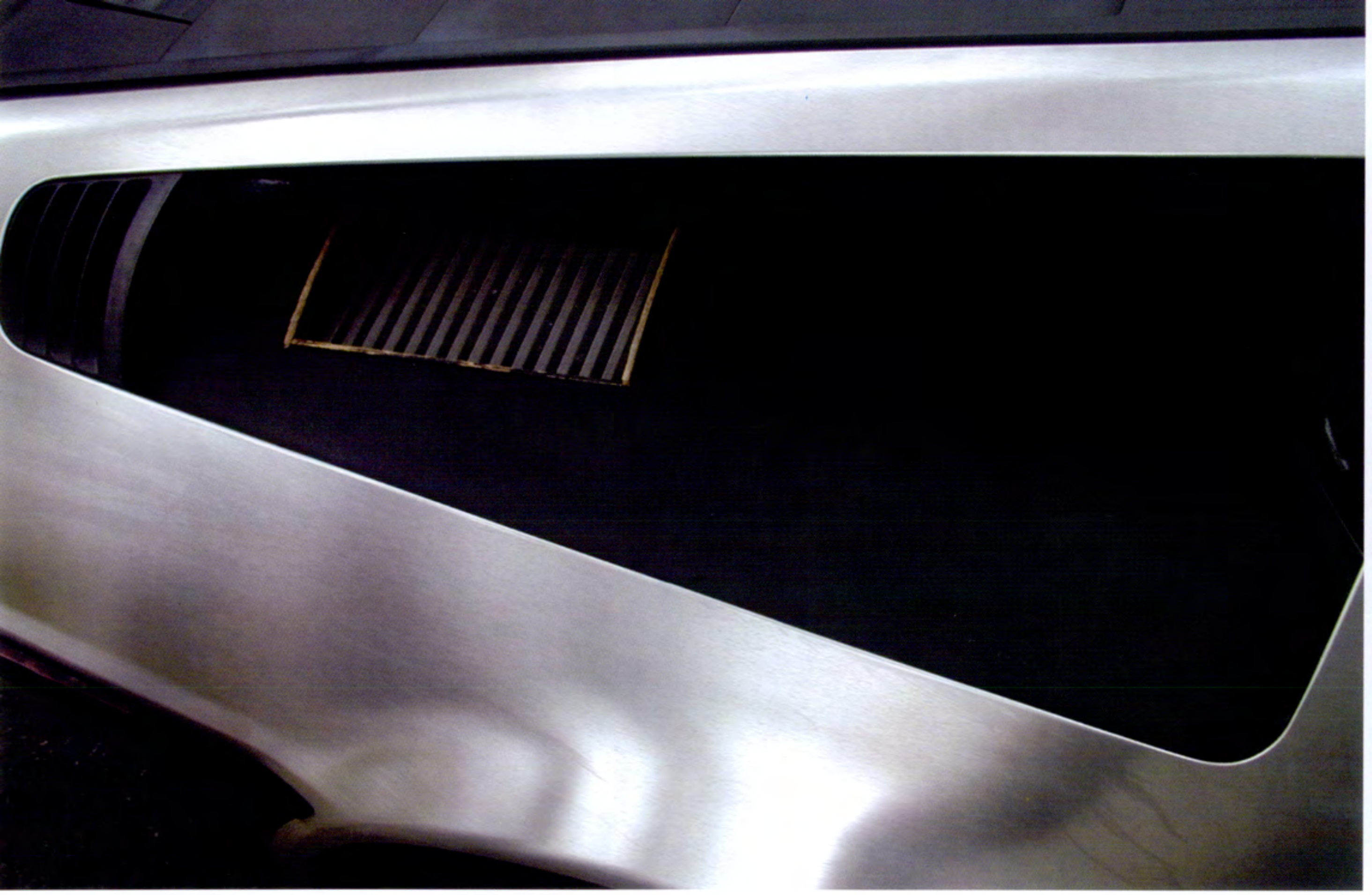
▲ *Top Photo: Marc Levy driving with swagger.*



Today, the showcase Twin Turbo engine resides at DeLorean One in Chatsworth. It was originally unveiled at the National Automobile Dealers Association in Los Angeles, in 1980. ▶

DELOREAN ONE

For additional information,
please see back cover of this publication.



▲ *Unlike the original Legend design, the intercoolers on VIN 1860 were installed into the pontoons to either side of the DeLorean.*

The rear of VIN 1860, with Marc's night-lite embossed "DeLorean" bumper and a Legend sticker.

New Jersey
LWC·44V
DeLorean

away from fuel economy. He also stipulated that it have a wider power band than conventional turbos of the day which caused odd power surges when driving.

Soon after Dr. Marion purchased DeLorean 1860, he read an article about the Twin Turbo design with plans to release it as an "S" option in 1984. Since he already owned a DeLorean, Marion called Legend Industries directly to see if he could purchase an engine. He was told no—none were ready that could be sold.

But with the collapse of DeLorean Motor Company in 1982, Marion tried again. To his surprise, Legend Industries agreed to sell him an engine for $5,000. When they delivered it, Marion was also given a new, stock PRV6 and a host of spare parts including doors, fenders, fender pull straps and fuel pressure regulators. The doctor had a mechanic replace the engine in his DeLorean with the Twin Turbo, and then transported the two regular PRV6s and spare parts—including the original intercoolers and intercooler plumbing—to a house he owned in Canada. The mechanic installed a unique intercooler design and Marion housed the DeLorean at his home in New Jersey. Some time later, a fire burned down his garage in Canada and all the extra parts were lost.

Marion didn't drive the car much. It never ran well. When Marc first saw it, the DeLorean had just been in Connecticut where a mechanic had added a secondary electronic fuel system.

Today, Marc's DeLorean is the only known Legend Turbo on the road. Rob Grady is busy restoring DeLorean 502 and 530. Ed Moody (see page 34) stores 528, and 501 is believed to have burned irreparably[1]. Nor is it clear which cars were Single Turbos and which were Twin.

Late in the development of the Twin Turbo, it was clear that the price would be cost prohibitive. So Legend Industries developed a Single Turbo. It was less powerful but fuel efficient. Still, the Twin Turbo was Fred Dellis' baby. When Marc met him in 2002, he was able to ask him some questions.

"Fred said that the Twin Turbos could be dialed to just about any horsepower they wanted[2]," Marc says. "501, 502, 528 and 530 all were originally Twin Turbos."

When Marc saw DeLorean 528—a single turbo—at the Memphis car show in 2002, he noticed that all the cut outs and modifications for the Twin Turbo had been covered with plates. Fred Dellis told him the engines were in and out of the test DeLoreans on an almost daily basis.

Recently, Marc purchased his third DeLorean, VIN 6049. The sight of three stainless steel cars in his garage is impressive. But, for now, Marc has no particular plans. He's considering a 260 Horsepower VQ35 Nissan engine for 6068. He believes it's similar to the PRV6 and will hook up nicely to the drive train while still allowing adequate room in the engine compartment for repairs.

As for 6049, Marc shakes his head and smiles. He has no idea what's in store for it.

"Maybe I'll put a diesel into it," he jokes. "Or maybe an engine that runs on vegetable oil."

That would be fun.

▼ *Fred Dellis (left) meets Marc Levy (right).*

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[1] 501 may never have existed. The last Legend Turbo may in fact be DeLorean #558 and some evidence suggests that the Single Turbo was reverted back to a regular PRV6 engine. That either 501 or 558 were Legend Turbos in not confirmed.

[2] Rob Grady was told by Fred Dellis that through various stages of the turbo's development, they achieved upwards of 320 Horsepower.

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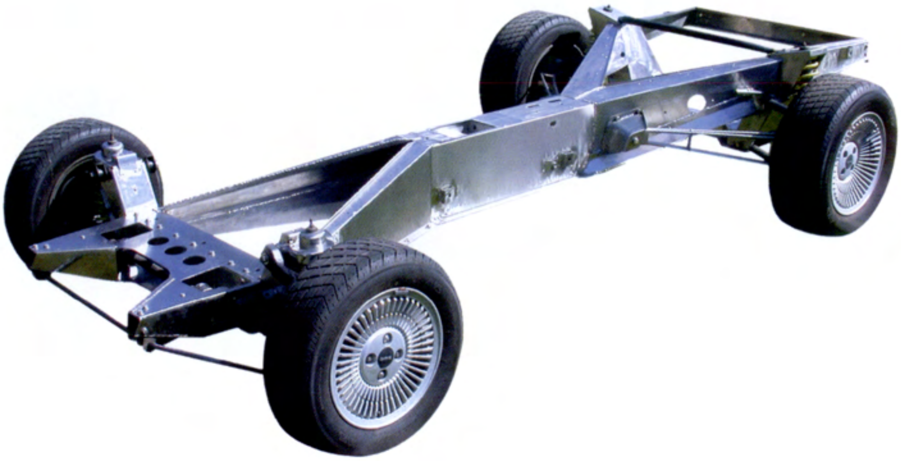

Art Center Car Classic '05

Story: A Gates' Diary log by Brian and Dorothy

In June of '05 Tony Hilger invited Dorothy & me to show our '83 DeLorean at the Art Center Car Classic '05 in Pasadena, California. The annual event was held on the grass at the Art Center College of Design.

We felt honored. What better place to display a DeLorean? Each year the Art Center hosts some of the top automotive designers in the world. We agreed and Tony contacted the director, Jay Sanders to request an invitation for us to show our car. After we filled out the registration form, he contacted us shortly after to inform us we were accepted. We didn't realize the participants had already been selected and the car show entry process was full. Sanders assured us that space on the grass area would be set aside. I think Tony's influence helped.

We arrived at 7am to present our "D" for parking. The Art Center volunteer staff was helpful and cordial. Once the "D" was in place I put out some chairs, unpacked the cleaning supplies and began wiping the stainless steel beauty down. It had stayed pretty clean during the trip to Pasadena.

Once we finished, Dorothy and I walked around to view the vendor, special guest parking and food areas located just above the grassy area. To give you an idea of how classy things were: the inside of the Porta Potties were decorated with beautiful wood paneling and brass type fixtures.

The Vendor area had a large food court tented area where you could go through a buffet line with sandwiches, fruit, salads, sodas & water, etc. There were several interesting vendor tents and an information booth area. Just next to this area was a special guest parking lot where Tony pre-arranged spaces for other DeLoreans that made the trip. He had his DeLorean along with Don Steger and Dan Botkin who brought his famously well-made Back to the Future car. They created quite a stir.

Some of the day's honored guests included Chip Foose of Foose Design, Steve Moal, American Coach Builder and Gordon Murray, Automotive Designer. Jay Leno brought an F1-McClaren (there are only seven in existence). Some of the beautiful cars that I remember included a 1928 Auburn Boat Tail Speedster, a 1931 Bugatti Type 51 Coupe, a 1929 Cord L29 Cabriolet, a 1914 Rolls-Royce Silver Ghost, a 2005 Ferrari 430, a 1930 Hispano Suiza H6C and a 1972 De Tomaso Pantera. But the most beautiful car at the show was a sparkling 1983 DeLorean that took my breath away. Dorothy and I felt like we'd been invited to Pebble Beach for their Concours d'Elegance.

We met Chip Foose, spoke with him and got his autograph. Many Art Center students and Alumni came up to ask about the DeLorean. They loved the design elements. We're grateful that Tony gave us the opportunity to display our "D" in the presence of so many great automobiles.

-Brian

▲ *Jay Leno gets ready to graffiti a toy car with his signature.*

Dear Diary,

I remember the day well. We left Solvang in heavy fog with lots of traffic. I'm wondering what so many people are they doing on the road at 3AM. Where are they going? I wish I didn't have a migraine today.

We're excited. We don't know what to expect other than there will be a lot of fabulous cars there. So much was running through my mind. I'm hoping the DeLorean will show well. Is it clean enough? Will anyone look at it? Will our DeLorean fit in with the Bugattis and Cabriolet?

Yeah it did.

The 1930 Packard 745 Convertible Victoria was a beautiful vehicle. It reminded me of the great old movies and Hollywood Stars. Then I remembered the DeLorean was a movie star too.

Priceless automobiles from the Neathercutt and Peterson Museums were there. In the middle of them all, sat our gorgeous stainless steel beauty, doors up and sparkling in the sunlight. Many admirers were snapping her picture. We watched people come up and comment on her sleek, unique, gorgeous, timeless, futuristic body. Questions about John DeLorean's recent death were common.

The August issue of Arroyo Monthly came out with an article on the show a few weeks later. They had two pictures with the article and both included our DeLorean. It was a great compliment.

Many thanks to Tony Hilger, Art Center alumnus and DeLorean Owners Association Board Member for getting our DeLorean exhibited with the world's best designed automobiles.

-Dorothy

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editor's comments

by Sascha Skucek

I attended the wedding of a friend in the fall. I drove to Washington D.C. through four hours of cold rain, and when I arrived, the bride was upset. Because she was upset, the groom was upset. They'd planned to be married on the banks of the Potomac River on a beautiful, sunny October day and were instead faced with rain and the wind and mud that came with it.

They were forced to hold the wedding ceremony in an old colonial building that had since been turned into a library and museum. The chairs were arranged hurriedly in a small room on the second floor. Fifty guests squeezed inside and sat next to each other crowded. I only knew a small circle of people. No one from the bride's side. Most of the groom's friends were foreign to me. When we'd all lived together in Boston, he rarely brought his law school friends along to parties or when we made our rounds in the pubs of Bean town.

So when a beautiful, dark-haired girl came into the room at the last minute before the ceremony and sat next to me, I looked back at my other friends with a who-the-heck-is-this expression and received raised eyebrows and shrugs. I made some dumb comment about the weather and said hello with a smile. The girl looked relieved and chattered with wide eyes about how she thought she'd be late—how she'd gotten lost and into traffic and almost into an accident. She knew the groom from law school and was now a lawyer in New York City. She gave me her name. I gave her mine.

"Oh my God, you're Sascha!" she exclaimed, although I'm sure I was far more surprised by her reaction than she was by me.

She'd heard all about me, she said. I wondered how that was even possible. The groom and I were friends, sure, but not close and certainly didn't relate well enough to lavish our friends with each other's praises. I looked around and back to my friends and was just ready to stand up and look for the door to get out of the Twilight Zone, when the girl said the first thing that made sense.

"You have a DeLorean," she insisted. "You drove a DeLorean around the country." And she was very impressed.

Through the wedding and the reception, as I met the groom's friends one by one, the reaction was the same. I was known. I was the DeLorean guy and oh my how great that was. It turned an evening of strangers into friends and a day of obligation into a pleasure. And while I've long stopped introducing myself as a DeLorean owner—the way I used to when I first bought it and skipped about like a happy schoolboy—I can't seem to escape the DeLorean legacy. It follows me wherever I go. If I say nothing and lock the car away in my garage, friends of friends and family still seek me out and drudge the DeLorean story back into the forefront of my life. It has become one of the great unknown consequences of DeLorean ownership. I have a car that builds bridges, makes friends and opens doors, whether I speak of it or not.

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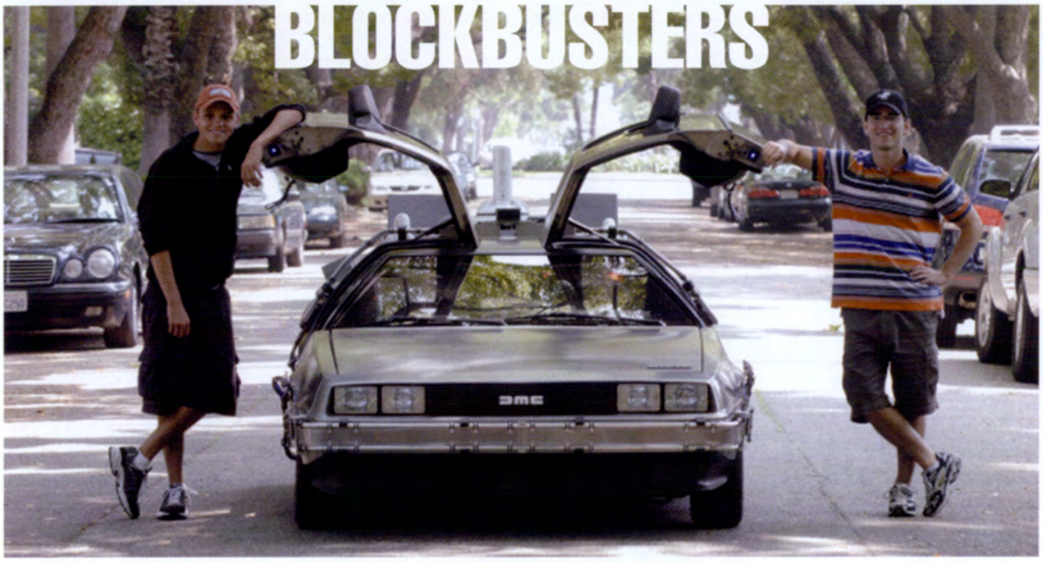
news & GROOVES from the DeLorean World

Trever Fadrhonc and Luke Rold have completed their tribute to the great blockbusters of our time (see Summer 2005 issue of dw magazine). The film—titled BLOCKBUSTERS—includes a significant role for Dan Botkin's *Back to the Future* DeLorean. But it's also a clever and funny must-see for any fan of the movie. Those of you not patient enough to wait for the DVD—currently in its final production phase—can catch a version here: *www.shortfuture.com*



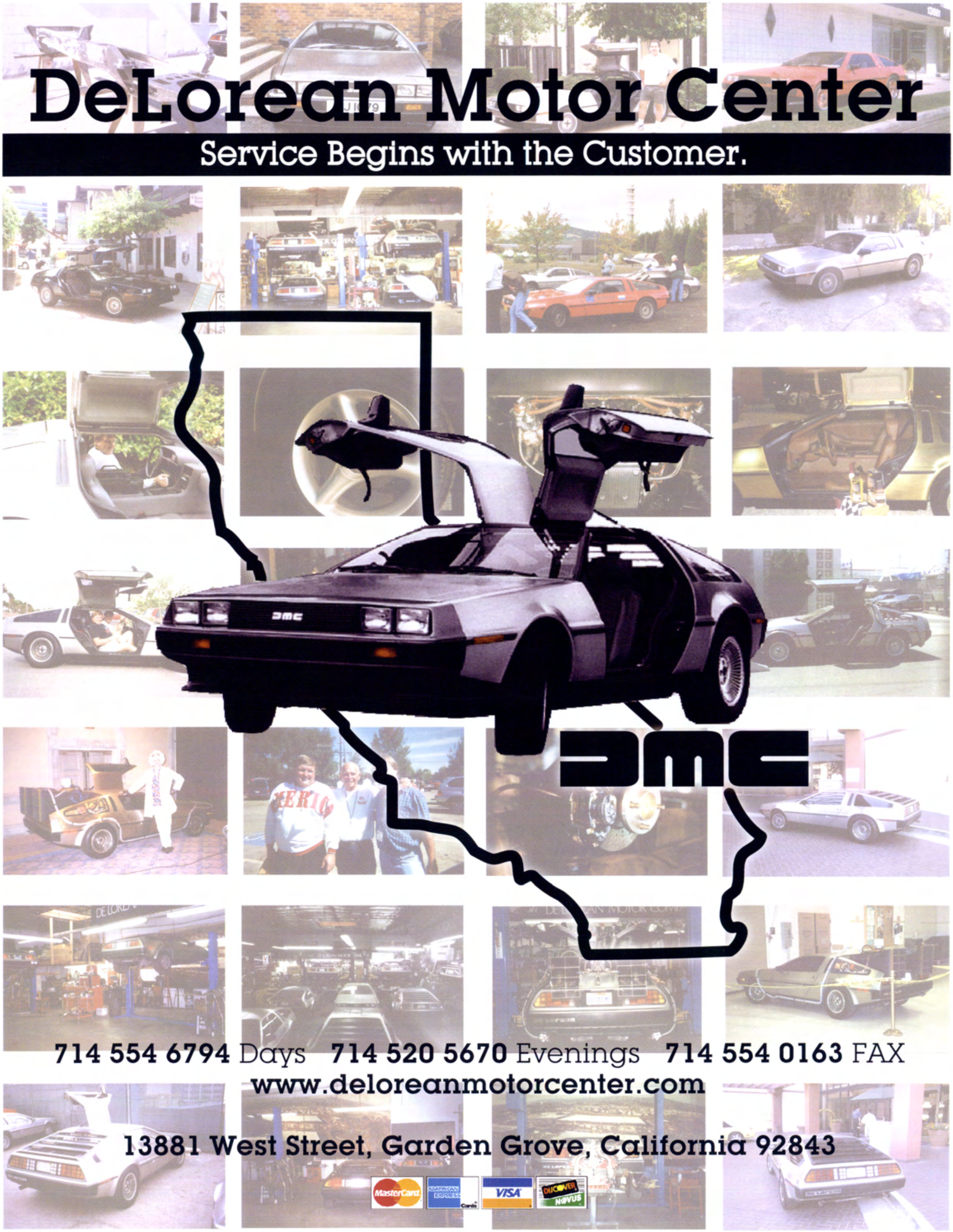
DeLorean Hooters

"Nothing to see here, folks. Move along."

A few years ago Marc Levy pulled into a gas station to offer his parched DeLorean a well-deserved drink of petrol. Sure it was much like any other gas-filling day—sometimes people notice you, sometimes they don't. But on this day Marc was treated to shouts of appreciation from three young men in a car driving along the road.

"They were hooting and hollering," Marc says. "The driver was looking at me, one guy gave me a thumb up and the other was shouting."

The light turned red at the intersection and the car ahead of the hooters came to a stop. Unfortunately, the young men didn't. Their car collided into the back of the other. It was probably minor damage, Marc remembers, as the hooters had only been traveling about 5 mph. But when the victim's car pulled over to survey the damage, the young men peeled away with haste and fury, suffering great damage to their karma.



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Ken Koncelik expects the gala event to smash the records set in Pigeon Forge two years ago and hopes it will be the largest collection of DeLorean automobiles in history.

DON'T MISS PHEASANT RUN

Story: Ken Koncelik **Photos:** Tony Ierardi and courtesy of Matt Sommer

▲ *Prototype One will be there.*

The 25th anniversary of the DeLorean automobile is in itself a special event. Many of the people associated with the car will be holding special events in honor of John DeLorean and the people who helped create and manufacture the car this coming year.

The DeLorean Car Show is no exception. On June 15-18, 2006 we will be honoring the DeLorean in a special museum created just for the show. Along with the regular events and dinners we will be sponsoring a life long tribute of the man and the car. With John's passing this past spring, many of the collectors from across the country and the world are donating some of their personal collections of DeLorean Memorabilia to DCS for a one-time, two-day museum displaying items collected from John DeLorean, his family, the factory, historical documents and more. These items will offer enthusiasts a once-in-a-lifetime collection of rare items, many of which have not been seen since the closing of the company.

Items that will be there include personal belongings of John during this time such as his personal golf clubs, hand sketches he made of the car, photos and more. A special feature of the car will be Prototype One—recently restored.

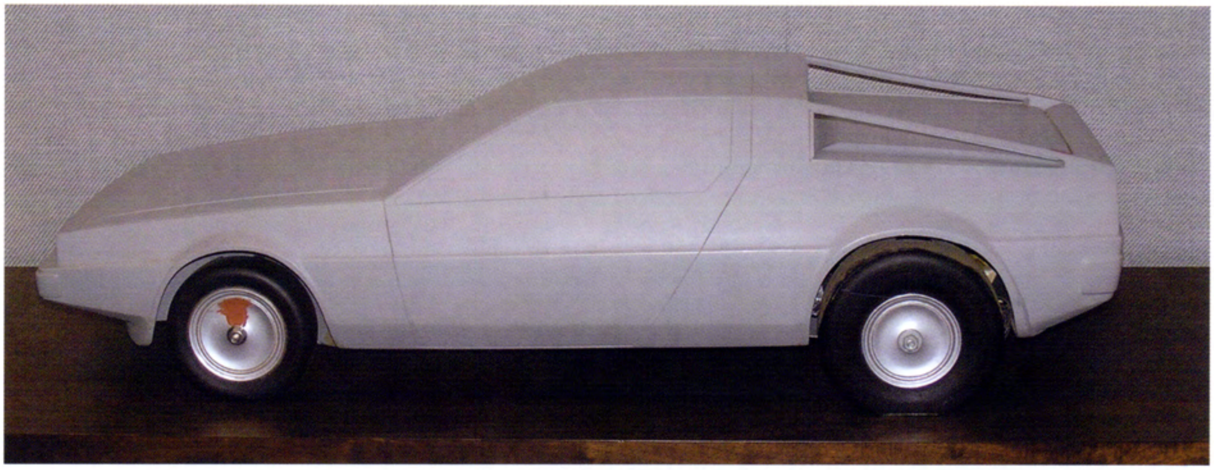
The show will also feature the second raffle car. Once again, we'll be giving away a DeLorean to a lucky winner.

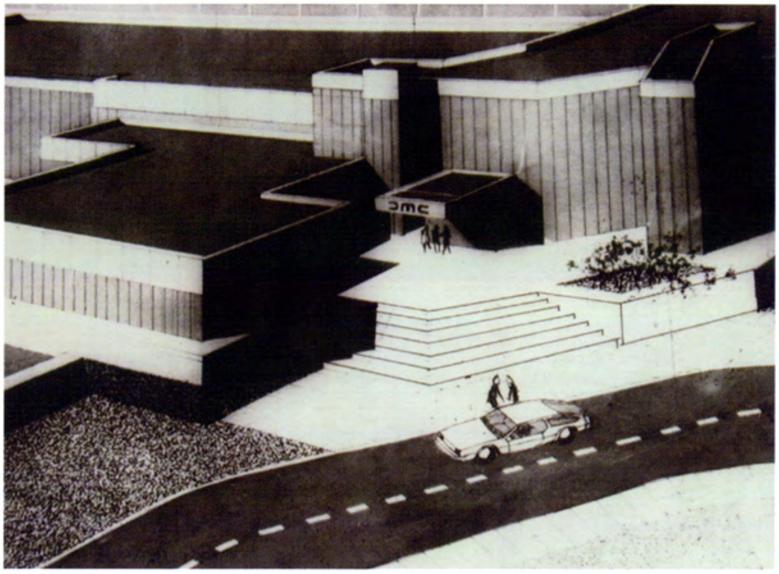
DeLorean Car Show 2006 will be held at Pheasant Run Resort in St. Charles Illinois, a suburb of West Chicago. For further information visit our web page at ***www.deloreancarshow.com*** or call 513.398.2445 for more information.

The show itself will feature technical sessions, car show with judging, many hours of rare DeLorean video, an arrangement of cars by VIN, a driving tour you will not want to miss, the raffle of the DeLorean, general raffle and, of course, guest speakers. They include DeLorean family members, former DeLorean employees, current DeLorean vendors, various local and national clubs, and of course members and production personnel from the motion picture *Back to the Future*. Yes Bob Gale, Claudia Wells and Jeffery Weissman from the movie are planning to come back.

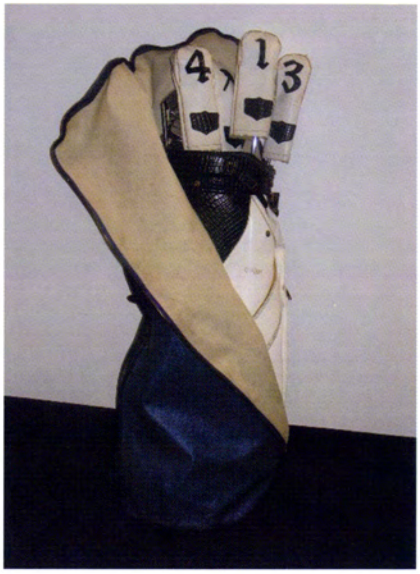
Don't miss the opportunity. See you all at Pheasant Run.

▼ *An original mockup of the DeLorean prototype.*





▲ *An original artist's conception of the new DMC Facility.*



▲ *John DeLorean's golf clubs that he used while the company was in business.*

THE MOODY TURBO

Photos: Yuriy Litvan

Basically dumb luck. That's how Ed Moody describes the way he came upon DeLorean 528, the only Legend Single Turbo that still exists today. Hoping to turn a profit, the previous owner bought a bulk of DeLoreans along with other investors in the early 80s. By the 90s the car was listed for sale.

At the time, Moody—a high school automotive teacher—drove to and from work in a Mercedes station wagon that he purchased and imported on the gray market from Europe. The United States hadn't officially allowed commercial imports of the 4-cylinder wagon because it was underpowered.

"It was a nice car but very very slow," Moody says. "So if you drive it for a year or two, you get the urge to drive a little faster. I was going through a mid-life crisis kind of thing, and so I looked for something I could drive to school. Being that I teach about cars, I thought I should have something unique."

It was in Hemmings Motor News that Moody noticed the DeLorean. The car was in North Jersey, not too far away from where he lived on the Delaware River. Impressed with the low mileage and good condition, Moody negotiated a price with the owner.

"The fellow didn't know it was a turbo," Moody says. "I didn't either."

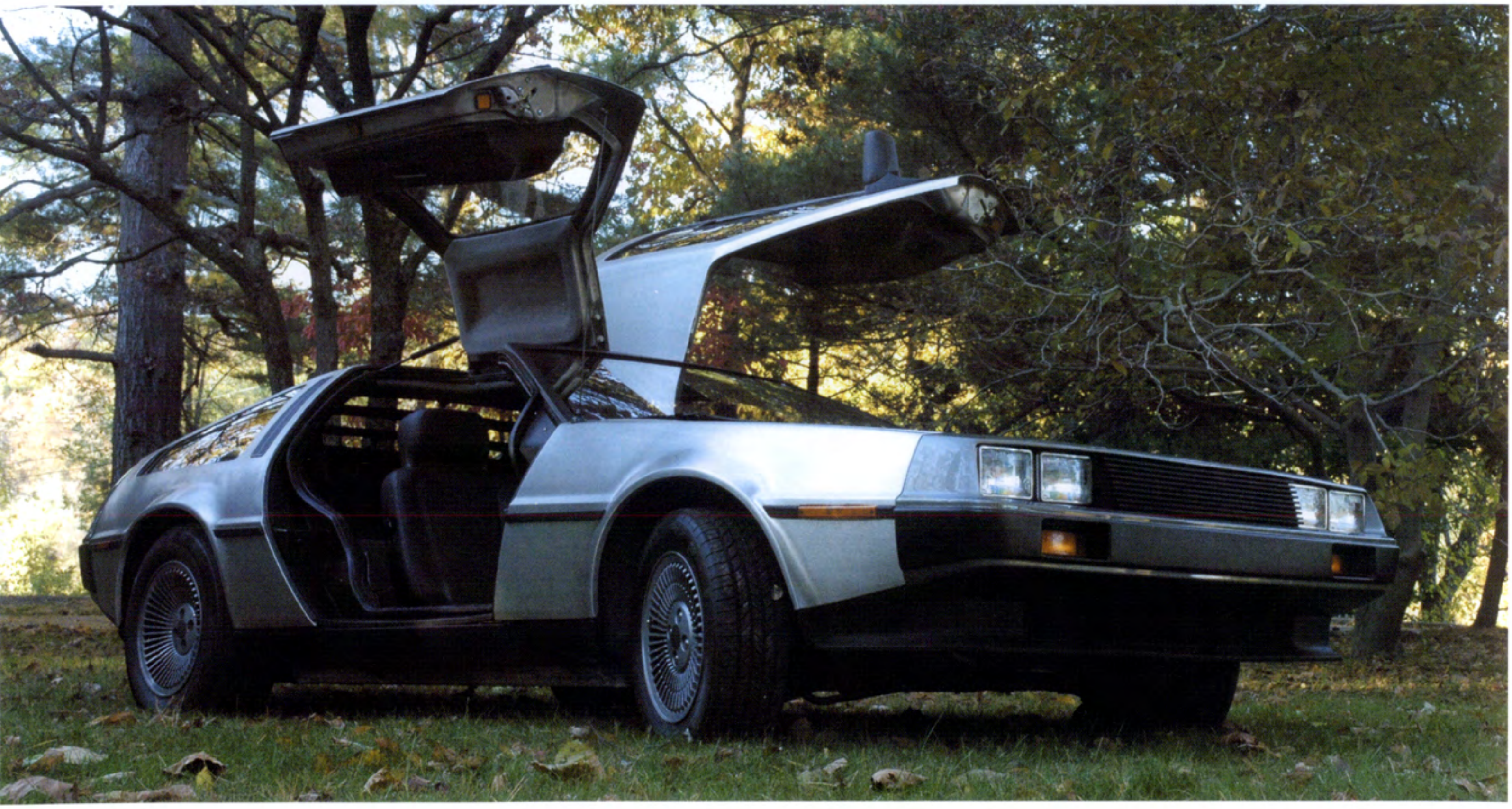
He drove the car back to his home and parked it on the lawn. After the evening news, he stepped outside to pull the DeLorean onto his driveway so the dew wouldn't wet the car in the morning. He noticed how much lower the car looked in the grass. A full moon shone brilliantly, reflecting off the stainless steel.

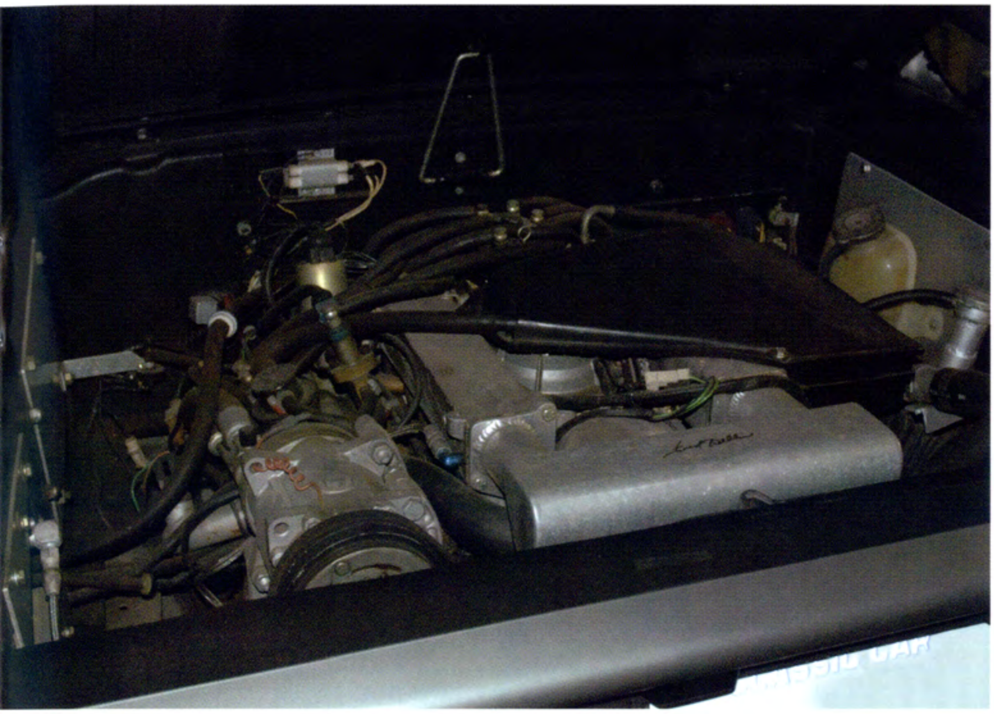
"It looked like it landed there," he says. "It looked like a spaceship. I was awestruck and realized 'I can't drive this car. This car is a piece of art.'"

It was, after all, the 28th production DeLorean ever built and Moody was soon concerned whether the proper updates were in place. He was especially worried about the trailing arm bolts recall and had no idea if his car had been properly repaired.

Some time later, Moody met a woman on Martha's Vineyard who drove her DeLorean every day on the island's dusty, dirty roads. He asked her how she maintained her car and was quickly redirected to P.J. Grady Inc.

Moody spoke with Rob Grady several times on the phone and agreed to bring his DeLorean to the shop. Unfortunately, the weather that spring was terrible. One weekend after the other was cancelled because of sleet, rain or snow. Finally, Moody, with his wife and a student, flat-bedded the DeLorean to Long Island. At the shop, Rob recognized his voice and showed Moody





Ed Moody's unique single turbo engine.

his personal, emerald-green DeLorean with unique chrome wheels.

"How do you like it?" Rob beamed proudly.

"What is it?" Moody asked, having never seen a painted DeLorean.

With the pleasantries aside, Rob asked to look at Moody's car. Through the window he noticed turbo gauges on the dash, wrapped in aluminum.

"Did you put a turbo on?" Rob asked him and Moody said no. Until now, he'd thought all DeLoreans were turbos. He popped open the rear compartment to allow Rob a glance at the engine.

"My wife has perfect hearing," Moody says. She sat in a van nearby with her window open and was keenly interested in their discussion because it had been her money they'd used to buy the DeLorean.

"All of a sudden, Rob starts making noises," Moody says, "and I didn't know if he was going to be sick or what. I was hoping he wasn't going to throw up all over my car."

With the wife listening closely, Rob looked up and stared seriously in Moody's eyes. "This is not a DeLorean," he said.

"And my heart just fell right out of my body," Moody remembers. "I teach about cars. I use my wife's money to buy the car. And then Rob tells me it's not a DeLorean. What am I going to do I think—am I going to get a divorce, do I have to move or quit my job if this isn't a DeLorean?"

Moody didn't breathe. He didn't move. Rob looked back at the engine and said reverently, "This is a Legend car." Moody suddenly felt much better. At least Rob knew what it was.

Turning to his wife and with a soothing, confident tone, he said, "This car's a legend—this is a legend car, honey." Then he wondered, *what the hell is a legend, Rob?*

The excited DeLorean mechanic related the history of Legend Industries and the turbos. He asked that they return the next day. In the meantime Rob would call John DeLorean[1] and verify the VIN. The following morning Moody was told that yes, this was in fact the 28th DeLorean made and it was a Legend Turbo. Rob explained that two Single Turbos were made. Moody felt great and asked for the other owner's telephone number.

"It's too late to call him," Rob explained. "The other Single Turbo was apparently converted back to a stock engine. You have the only one."

Moody was a guest of honor at the DeLorean car show in Pigeon Forge two years ago. The car itself has twin turbo gauges—evidence that Legend Industries exchanged Twin and Single Turbo[1] engines in and out of each car.

"When I went to the car show there were people more knowledgeable than I was about my car," Moody says, "and that made me uncomfortable."

He bought several DeLorean books at the show and spent his time in the evenings reading. The more he read, the hungrier he became for more information. At the show, he met former head of Legend Industries, Fred Dellis. The one-time CEO signed Moody's engine in the back, on a rectangle aluminum box by the intake manifold.

These days Moody doesn't really drive the DeLorean. He washes it and starts it up every month or so. Occasionally he drives it around the block. At night he sleeps with the comfortable knowledge of the history in his garage. His wife must sleep well too, knowing her money was spent on a worthwhile investment.

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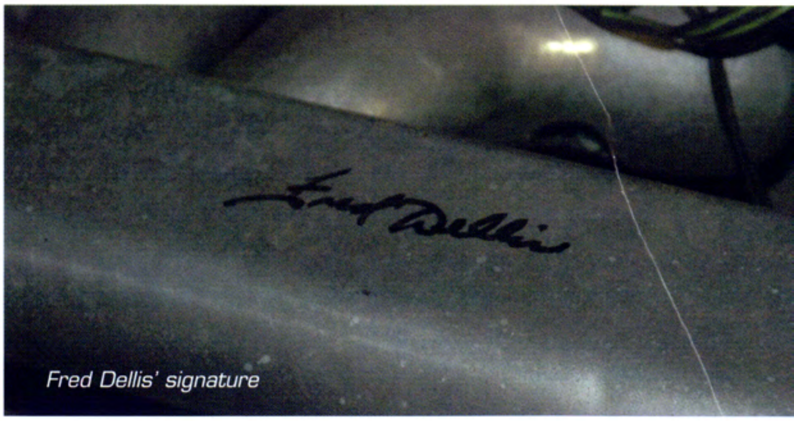
[1] *Rob Grady's memory is different than Moody's. He believes he may have called Fred Dellis instead.*

[2] *Likely, DeLorean VIN 501 or 558; however, neither car's distinction has been confirmed as a Legend Turbo. Reports of 501 hitting a telephone and burning to a cinder are rumored but not substantiated.*



Fred Dellis' signature

If you think of Ireland as pretty scenery, rainbows, pots of gold and cute redheads...well you're right about all that. But there's more.

IRELAND NOW

Eurofest is here May 25–28, 2006

Photos:
Courtesy of Robert Lamrock, Nick Sutton, Jim McCauley,
The Bushmills Distillery and the Northern Ireland Tourist Bureau

Ask Robert Lamrock how he's doing and he'll tell you "not too bad, thanks." Anything that isn't too bad in Ireland means things are actually pretty good. If there were something bad to speak about, Robert would know. He's the lead coordinator of Eurofest 2006—the largest international DeLorean event in history.

Originally, Robert meant to cap Eurofest for 250 people. But the demand has been high and the floodgates are open. This is not your father's car show. It's more than DeLorean banter, khaki shorts and a hot dog. It's history in the making in one of the most beautiful and mysterious countries in the world. It's Ireland—among the flowing, emerald hills, the blue waters, gurgling brooks, grey mountains and rain and fire in the sky. It's a culture thousands of years old, inhabited by a people who writer Thomas Cahill claims "saved civilization." Explorers, who dare visit the dream that is Ireland, never forget it.

Over 15 countries are already committed to Eurofest 2006. They yearn for more than a pint of Guinness—reputed by beer lovers to taste like a drop of heaven in Ireland. They want an experience. Robert has dared to give them one, unlike any other. And while he has mystery guest speakers and special suprises in store for the attendees, he is openly proclaiming a terrific, 25th anniversary event.

Top: *Giant's Causeway*
Mid: *Don Lander and John DeLorean at the factory.*
Bottom: *A DeLorean on the test track.*

▲ *Hillsborough Castle*

▲ *One of the gold cars being prepped for shipment to the USA.*

It begins on the eve of Thursday, May 25th with a reception in the Europa Hotel, located in the heart of Belfast. Prototype One will be unveiled by Tony Ierardi who is proud that the first DeLorean ever built will finally travel to Ireland to discover where it all began. If Tony has his way, Prototype One may make its first run on the test track, which still exists on the grounds of the DeLorean factory.

Friday will begin with a tour of the Thompson dock, where the Titanic was built. The drive from there will take everyone past the Parliament buildings and then to Hillsborough Castle.

"That still needs to be confirmed by the Secretary of State," Robert says, "because if the Queen happens to be in the province that weekend or that day then we can't visit the castle."

"Well why does she get priority?" he is asked.

"Because she owns it," Robert replies. Apparently, while reverence of the DeLorean automobile is a close second to the Queen, it's still second.

The world premiere of an original factory training video as well as other film of John DeLorean and his cars will be shown on Friday evening. The footage was recently discovered and will be shown at Lisburn's beautiful Lagan Valley Island.

DeLorean Motor Company factory ▶

An exhibition of rare DeLorean memorabilia will be on display—much of which has never been seen publicly. Technical seminars and a product fair will follow. Dinner and drinks will be held at the Belfast City Hall.

A tour of the former DeLorean Motor Company factory will take place on Saturday along with helicopter flights of the area and drives on the test track for the more daring DeLorean rider. A late lunch will be served at the Ulster Folk & Transport Museum to see the wood-mock up Prototype, pilot car 25 owned by Alistair McCann and a gold-plated DeLorean.

A rally will be held Sunday, driving along the scenic coasts through Portstewart and Portrush to the Royal Court Hotel overlooking the "White Rocks". Believed to be over 65 million-years-old, the cliffs are made of white limestone. Dunluce Castle is nearby. Legends speak of giants and ghosts wandering the area, as well as wailing banshees in the mysterious sea mist. Not to worry. You'll quickly be able to drink your fears away at Bushmills, reputed to be the oldest licensed distillery in the world.

If you've never been to Ireland, now is the chance of a lifetime. The DeLorean Owners Association is proud to sponsor Eurofest 2006, a tribute to the car, the people and land that made John DeLorean's vision come true.

Visit www.eurofest 2006.com for the latest registration and event details.

"OLD BUSHMILLS" DIST

UXI 6434
OGH 486Y
DMC

Top right: Dunluce Castle
Mid right: Bushmills Distillery
Bottom left: Peter Lavery (center) meets with former workers of DMC factory.

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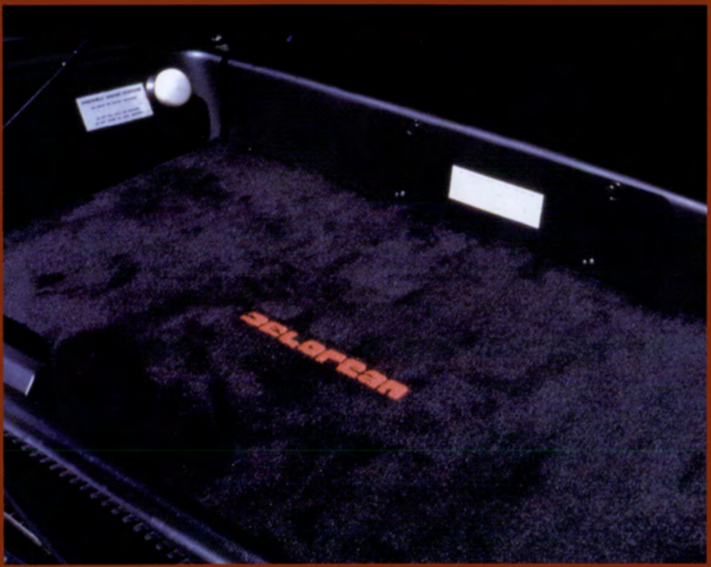
at The DeLorean Store



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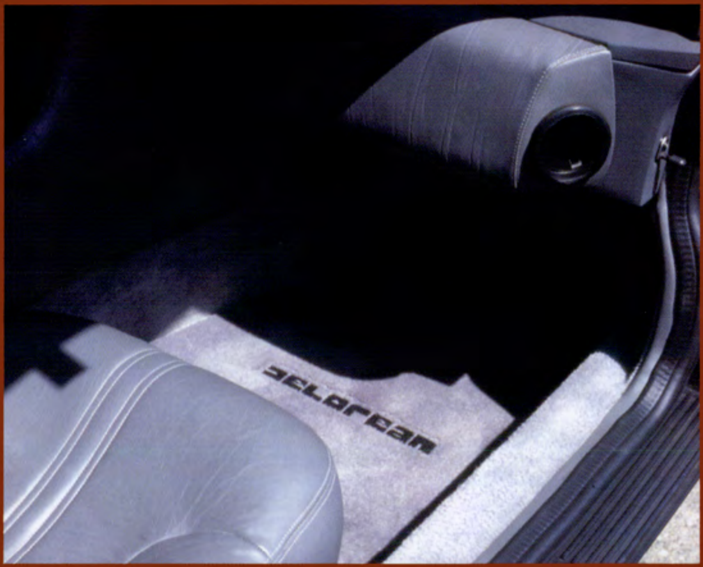

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If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37): The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
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- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

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